Hwy Stip Projects/HWY/HIDOT 09/08/2005 03:53 PM cc Steven Kyono/HWY/HIDOT@HIDOT, Glenn Yamamoto/HWY/HIDOT@HIDOT, dfujimoto@kauai.gov, Jill M Yamanouchi/HWY/HIDOT@HIDOT, Ronald

bcc

Subject Re: Kauai Improvements 2006-2008

Ms. Bettencourt,

Thank you for your comments in your email dated September 3, 2005.

The following a brief project description and scope of work for each of the projects you mentioned.

KC12- Resurfacing of Olohena Road - This is simply a replacement of the old asphalt concrete with a new layer. This project should not have any rights-of-way impacts. The project description does not mention any widening of any kind.

KS7 - Kuhio Highway Intersection improvements at Mailihuna Road - This is a safety and operational improvement project at this intersection. It would not include any right-of-way acquisition either.

KC14 - Resurfacing of Puhi Road, Kukui Street, Ulu St, Waimea Road, Hanapepe Raod, Weke Road, and Aku Road - Similarly to KC12 above, this project will simply replace the old asphalt concrete pavement with a new layer. No new right-of-way (ROW) is required.

KC8 - Lydgate Park to Kapaa Bike/Pedestrian Path - Construct a 12' wide 2 mile bike path from Lydgate Park to Kapaa. Thought this project involves some ROW taking, I do not believe that any of this includes residential or business property.

I have copied this response and your comments to our Kauai District Office and the County of Kauai's Department of Public Works for their followup comments, if any. They are directly involved in the projects you mentioned above and can provide more detail, if necessary.

Patrick Tom STIP Manager

"Lurline Bettencourt" < Iurline.bettencourt@745-5400.com>



"Lurline Bettencourt" <lurline.bettencourt@7 45-5400.com> 09/03/2005 08:05 AM

To <hwy.Stip.Projects@hawaii.gov>

CC

Subject Kauai Improvements 2006-2008

I am looking at the Financially Constrained Kauai STIP projects location Map..but there is NO keyTo let me know about the area I am interested/live/threatened by..Specifically the intersection of Kawaihau Rd & Kuhio Hwy..the map shows KC12,KS7,KC14,KC8???

Which projects impact my family residence at 4510 Kawaihau Rd & my neighbors at the Jodo Mission? Naturally I don't ever want to see our places taken by these highways projects. My family first built our home there in 1925. My Grandfather Joseph Freitas Bettencourt was a Rancher & a Prohibition Officer and overlooked Kapaa town from our home. We continually pray that our family home will be spared & that the island will remain the Garden Island, not the FREEWAY ISLAND!

We are the Bettencourt Family, arriving on Kauai in the 1870s from the Azores & Mediera with Cows. The family began in Kealia, just about 1/6th of a mile from where our home is now . We are long standing members of St Catherines, & have always been involved in the welfare of Kauai. I, Lurline Bettencourt, am now 63 years old, with 6 children & 5 grandchildren. I fear losing our family home to this highway. Please keep me informed & tell me when the next meeting on Kauai is. Mahalo for your Kokua, Lurline (lurline94510@yahoo.com)



STATE OF HAWAII **DEPARTMENT OF TRANSPORTATION** 869 PUNCHBOWL STREET HONOLULU, HAWAII 96813-5097

RODNEY K. HARAGA DIRECTOR

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO: **HWY-PA** 2.8688

SEP 0 8 2005

Ms. Beverly Byouk P. O. Box 6249 Ocean View, Hawaii 96737

Dear Ms. Byouk:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your comments dated August 22, 2005. We have received the petition regarding the need for improvements to South Kona Belt Highway (Route #11). We have forwarded copies of this petition and its accompanying information to our Hawaii District Office and our Traffic Branch. If projects to address these concerns in this area are not currently in development, your comments will help us to identify and focus on areas of study. We will make a determination regarding the kind of improvements that may be needed, then progress to the project development stage as funding becomes available or integrate these improvements in larger scale projects on the horizon.

Very truly yours,

GLENN M. YASUI Administrator

Highways Division

PT:th

bc: HWY-H, HWY-T, HWY-PA

facsimile transmittal

To:	Ron	Tsuzuki	Fax:	(808)587-1787	
From:	Bev	erly Byouk	Date:	8/22/2005	
Re:	STI	Р	Pages:	, including cover	sheet
CC:	Hw	y.Stip.Projects@hav	vaii.gov		
□ Urge	ent	☐ For Review	☐ Please Comment	☐ Please Reply	☐ Please Recycle

Enclosed please find initial copies of petition regarding need for improvements to South Kona Belt Highway (#11). Other pages are still being gathered at this time.

As we are sure you are aware, there is a 12-15 mile section from Honaunau junction to Milolii junction which is the SOLE route for the hundreds of commuters from Ka`u and South Kona to Kailua-Kona and Waikoloa, as well as all other types of traffic.

There are a number of things that could be done at minimal expense to improve safety conditions on this road: namely, guardrails, especially on curves with dropoffs, pull outs for slow traffic so that others may pass safely, etc.

One specific location that has been mentioned innumerable times are the two curves before and after mile marker 92.

We humbly request your attention to this matter.

Mahalo,

Beverly Byouk PO Box 6249 Ocean View HI 96737 (808)939-9780 bevby@hotmail.com

p.1

ØNAL FORM 99 (7-90)

We, the undersigned, urgently request that the State DO Highway as part of the 2006 - 2008 STIP Program. This a Kona, has needs that include, but are not limited to: shc public safety. This is the ONLY route available for comm and pedestrians. It is extremely narrow, winding and da \$\frac{\fir}{\frac{\f{ locations, etc.

FAX TRANSMITTAL

	k		
NAME (SIGNATURE	MAILING ADDRESS	PHONE #
BYOUK	Beverl Joyana	POBOX 6249 OCEAN VIEW HI 96787	939-9780
James SHILZOUY	James Shilzony	Box 6424 OCEAN VIEW HI 86+37	939.7470
Writer Rowsell	West Kowsell	Box 6078 oceanview Hi. 96737	
Charles Caukéro	(hale (jale)	Ceneral Deliny - 16 away	Æ20
GARABLE C	L. Gly	Par 668 Marlety 96-77	
Tudy goldsmith	Juda Joldans	120 BALLO395	345-9876
Randall Newberg	Bandon Rules	Ocean View. (5' 1017)	9 29 9677
Paul Baumler	Paul Bumler	Ocean View, Hi 96737	939-9311
David Loote	" " " / " " / / " " / /	P.O. Box 6/81 Ocean View H: 96 737	
PARLETTE	PMD, PA	PD. BOX 6992 OCEAN VIEW HI 96737	NONE
Kim Weighter	Cincludator "	P-0B0x 6360 Cean Vingth	939-7434
Linda Curinmynan		P.O. Box 6374 d.V. 96739	929-7615
Mark Opaciasko		POBOX 7184 D.V. 76737	
ROBERT BLOUNT	Polet Blount	P.O. Box 6876 96737	
Ed white	Edde O WAY	Po Por 6796 96737	739-9106
Brent Lagua	Bront Legua	P.O. Box 6945 96737	929-9691
Mark Montgomery		PO Box 6050 O.U. 96737	
John Friand	John Freehol	FOBOX 62270V 96737	939-9778
	, .		
-			4 Andrews
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We, the undersigned, urgently request that the State DOT include improvements to the South Kona Belt Highway as part of the 2006 – 2008 STIP Program. This area, heavily used by commuters from Ka'u and South Kona, has needs that include, but are not limited to: shoulder widening, guardrails and pullouts, as a matter of public safety. This is the ONLY route available for commuters, tourists, construction equipment, bicyclists and pedestrians. It is extremely narrow, winding and dangerous. See attached for list of suggestions, specific locations, etc.

NAME (PRINT)	SIGNATURE	MAILING ADDRESS	PHONE #
4WOA POLLARI	Sinlatollas	89-1216 MAMACAHAALTWY	328-0130
NAN KUPIHE	Jail onte	P.O. Box 390266 Keauhou, Havani 96739	345-1222
Todd Poured	1 010 24	89-12-16 Mamaletra they	328-0130
Reed Becker		p.o. Box. 6451 Ocean View, HI 96737	939-7138
Duane Bruthant	[-1] A [] []	PO Box 770 Noekhy 96T	2 939-7196
PhillipG Edu	de Solla /	6035 OX961	3 939-8202
Cohn E. THROW		39 NO 2500 X08. 08	35036 6 22
Anne Conque	0		

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NAME (PRINT)	SIGNATURE	MAILING ADDRESS	PHONE #
Kaymon a	Ray Into	P.O. Box 6551	939-9069
Raymone Metzel Shart Elhan	Rolet Ed	P.O.Box 6551 2 Box 6473	939 9480
DAVID KUTGER	Paris Lune	8×6662 0.V.	939-8200
DAVID KUTGER Victor Manongdo	Viter War	8x6662 O.V. - P.O. Box 6742 O.V. 96737	929.7408
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NAME (PRINT)	SIGNATURE	MAILING AD	DRESS	PHONE #
NAMETRIAL	SIGNATURE			
Diane Neweld-Hed	< Thi Newso-West	P.D. BOX 6396	Q: Vic 91737	939-9454
INEN HECK	tach	P.O. SOX 6396	er 96137	939-9454
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STATE OF HAWAII DEPARTMENT OF TRANSPORTATION 869 PUNCHBOWL STREET HONOLULU, HAWAII 96813-5097

SEP 0 6 2005

RODNEY K. HARAGA DIRECTOR

Deputy Directors BRUCE Y. MATSUL BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

> IN REPLY REFER TO: HWY-PA 2.8664

Ms. Katherine G. Cappe 201 Holomakani Place Kula, Hawaii 96790

Dear Ms. Cappe:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your comments on the highway project planning on Maui. Your comments and priorities will be compiled with the others that we have received to generate a general feel of the opinion of the public in each county. This will help us in our consideration of the financial constraint of the STIP.

We do recognize the need for the Lahaina and Paia Bypasses. The efforts for this are currently underway. The first phase of construction for the Lahaina Bypass was funded last federal fiscal year and we are looking to continue federal funding for the design of successive phases in this next 2006-2008 STIP. The challenging planning/environmental phase to develop an Environmental Impact Statement for the Paia Bypass is already funded and will be underway shortly. However, we estimate that completion of this effort and beginning the design phase will optimistically take a minimum of three years.

Very truly yours,

GLENN M. YASUI

Administrator

Highways Division

PT:th

bc: HWY-M, HWY-PA

Mr. Ronald Tsuzuki State Department of Transportation Highways Division 869 Punchbowl Street Room 301 Honolulu, HI 96813



June 1, 2005

Dear Mr. Tsuzuki,

In response to the latest highway project planning on Maui, concerns have risen regarding the plans to build a new access road to the Kahului Airport. While Maui is rapidly growing in size, the roads have surely been overtaken by more cars than in previous years, and the population will only continue increasing. According the Maui News, the State Department of Transportation is prioritizing highway projects on a need basis, and also the availability of funding that will be provided on a county level. The State Department of Transportation is requiring that almost half of the STIP projects will require funding matches of no less that \$300,000 a year from each county.

While many highway projects remain on the list, it is apparent which projects are drastically needed, and those which could be placed on the bottom of the list, or even removed completely. For example, according to a recent <u>Maui News</u> poll, the need for West Maui improvements ranked the highest, receiving more than twice the amount of votes compared to any other region on Maui. Ranking second in the poll, was South Maui, which received 20.5 percent of the votes. The Airport access road wasn't even mentioned in the poll, simply because Maui sees no actual need for it.

Delays on the current Airport access road can last mere minutes, while other regions can experience hours upon hours of delays. Among the comments from many locals, state that the need for a Lahaina bypass greatly outweighed even the idea of putting in *another* Airport road. They also spoke out about the need for a Paia bypass; both areas on Maui usually see multiple hour delays daily, especially factoring in the potential for accidents, which are a frequent occurrence on such busy roads. With this in mind, even pondering whether or not Maui needs a *second* airport access road is obvious, we don't.

Prioritizing the highway projects couldn't be a better idea, but prioritizing them according to the people who drive on them everyday is the best decision. The citizens of Maui first-handedly experience delays everyday, and the roads which impact them most, should be the government's first priority. Funding is always a concern; so put the government money where it will be used and appreciated by all of the citizens of Maui. Keep the traffic moving where it isn't, and keep the roads safe for all of the citizens of Maui. Why create another Airport road, when the existing Airport road has very little traffic as it is currently? Please, direct our highway funding where it is needed, and most importantly, wanted.

Sincerely,

Katharine J. Cappe

Katharine G. Cappe

Concerned Citizen of Maui



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION 869 PUNCHBOWL STREET HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO: HWY-PA 2.8501

RODNEY K. HARAGA

DIRECTOR

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

SEP 0 8 2005

Mr. Edward H. Cross PMB 262 65-1158 Mamalahoa Highway Kamuela, Hawaii 96740

Dear Mr. Cross:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your group comments in your fax dated June 10, 2005.

Your group's comments and priorities will be compiled with the others that we have received to give us a general feel of the opinions of the public in each county. This will help us in our consideration of the financial constraint of the STIP.

We certainly recognize the concerns that surround Route 190 (Mamalahoa Highway). We have been analyzing the route and have developed ideas for large-scale improvements. The total cost estimates of these improvements have been in the range of \$50 to \$200 million. Because of this, we have redirected our efforts to spot improvements.

We are planning safety improvements in the vicinity of mileposts 21-22 and Hawaii District in-house forces are currently progressing on widening shoulders at various locations. Later this year, we will be reconstructing the roadway from milepost 16-28 and then resurfacing in 2006. Pullouts and wider shoulders will be constructed where possible. These improvements, with the exception of the improvements between mileposts 21-22 (vicinity of Puuwaawaa Ranch), will be done without Federal Highway funds and, therefore, will not appear on the STIP.

On top of this, our Department is working with the Kona Traffic Safety Committee and the County Police regarding constructing pullouts to assist the enforcement issue.

Very truly yours,

GLENN M. YASUI

Highways Administrator

PT:biy

bc: HWY-H (Attach copy of orig. letter), -PA

Edward H. Cross

PMB 262, 65-1158 Mamalahoa Hwy., Kamuela, HI 96740 808 325-6699; Fax: 949 789-0690

FACSIMILE COVER SHEET

то :	Ronald Tsuzuki, Head Planning Engineer STATE DEPARTMENT OF TRANSPORTATION	
FAX NO.	: 808 587-1787	
CC VIA EMAIL:	hwy.stip.projects@hawaii.gov	
FROM	Edward H. Cross, Esq.	
RE	: Mamalahoa Highway Safety Improvements	
DATE	: June 10, 2005	

PAGES (INCLUDING THIS COVER): 20

PLEASE FIND ATTACHED:

Letter of today's date with priority list for FYI 2006-2008 STIP.

MESSAGE:

TO, NOTICE ESUZUM TO GUE TO AV

Thank you for your prompt attention to this matter.

Edward H. Cross

PMB 262, 65-1158 Mamalahoa Hwy., Kamuela, Hl 96740 808 325-6699; Fax: 949 789-0690

June 10, 2005

VIA FACSIMILE AND EMAIL

Mr. Ronald Tsuzuki, Head Planning Engineer STATE DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION 869 Punchbowl Street, Room 301 Honolulu, Hawaii 96813

Re: Big Islands Project Survey: STIP FY 2006-2008

Dear Mr. Tsuzuki:

I am a resident of Puu Lani Ranch in the North Kona District of the Big Island. Many citizens on the Big Island noticed an alarming increase in the number of serious injury accidents on Mamalahoa Highway between mile markers 11 and 27. Young children are being injured regularly.

We attended the STIP meeting in Waimea on May 25, 2005 and were told that we should direct our input for allocating of improvement funds to you. As you will see, the community is extremely concerned about this 16-mile stretch. We beg the DOT to make safety the priority and take immediate action to address this urgent situation.

The public response to these issues has been huge. Attached is our 18-page consensus list of priorities, with **one hundred ninety six signatures**. This is a matter of regional significance, and these signatures are from individuals from Kealakekua to Honokaa.

The attached cover page is in the form of a memo, multiple copies of which have been circulated throughout the community. You will be receiving signatures on these same forms from different sources, and they should all be counted separately. For example, Lauraine DuPont faxed 50 other signatures from her office at the North Hawaii Community Hospital today. Please let me know if you have not received at least 250 votes in favor of these Mamalahoa items.

At the May 25, 2005 STIP meeting in Waimea, State Highway Administrator Glen Yasui stated that we could write in items that are not already covered on the STIP. We have written in two, with respect to guardrails and lava outcroppings. If further steps are required to evaluate our "write in" items, please let us know. I will be happy to facilitate that process. We look forward to the final tally and results. Thank you.

Sincerely,

Edward H. Cross

DATE: JUNE 10, 2005

RE: STIP and MAMALAHOA HWY. SAFETY

We, the undersigned have noticed an alarming increase in the frequency of serious accidents on Mamalahoa Hwy. between mile markers 11 and 27. The Big Island has the highest per capita death rate of all the Hawaiian Islands. The problem will only get worse because the density will be increasing as Phase III of Puu Lani Ranch is developed, and because the Saddle Road improvements will make Mamalahoa Hwy. the "road of choice" from Hilo (the second largest city in the State) to Kona. Our goal is safety, especially in the Danger Zone between Kona and Waimea.

Accordingly, we respectfully submit the attached rank order of priorities, with an emphasis on Mamalahoa safety.

The Mamalahoa safety improvements in the area of Pu'u Wa'a Wa'a are in the construction (CON) phase—yet no dollars appear in FY 2006 or FY 2007. The first entry is on FY 2008. We urge the DOT to take faster action on those improvements, and move them to FY 2006, as proposed by Rep. Cynthia Evans.

We note that with the exception of a small area in the vicinity of Pu'u Wa'a Wa'a, the Mamalahoa Danger Zone is conspicuously absent from the STIP. As State Highway Administrator Glen Yasui stated at the May 25, 2005 STIP meeting in Waimea, we are permitted to write in items. We have added the following two items to the last page, and ranked both of them as "HIGH" priority:

Mamalahoa Hwy: Add guardrails and widen shoulders: markers 11-27. These are immediate EMERGENCIES, especially where there are no guardrails at the steep shoulder near marker 12.	FY 2006 – URGENT EMERGENCY REPAIRS
Mamalahoa Hwy: Reduce lava outcroppings currently making it impossible in many locations for two large opposing vehicles to avoid collision: including the areas North of mile marker 24, North and south of marker 25 and possibly the worst area: around mile marker 26.	FY 2006 – URGENT

Please consider each signature below as one "HIGH" vote for the Mamalahoa safety improvement in the vicinity of Pu'u Wa'a Wa'a and for the two additional items above. Thank you for your attention to this very serious safety hazard.

Signature:

Print Name: Eduard

H. Cross

Signature:

Print Name

Nash

DATE: JUNE 10, 2005

RE: STIP and MAMALAHOA HWY. SAFETY

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Signature: Dale Anderson

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DATE: JUNE 10, 2005

RE: STIP and MAMALAHOA HWY. SAFETY

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Signature: Albard From Print Name: Kimberly A. Jackson
Signature: Albard From Print Name: Banhara A. LACY

DATE: JUNE 10, 2005

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Print Name:

Print Name: SALLY H KICE

Mulli Print Name: Randall W. Riv

Al Mahda Howard-K. H. 34

DATE: JUNE 10, 2005

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Marint Name: Werde

Print Name: Att Any B.

DATE: JUNE 10, 2005

RE: STIP and MAMALAHOA HWY. SAFETY

We, the undersigned have noticed an alarming increase in the frequency of serious accidents on Mamalahoa Hwy. between mile markers 11 and 27. The Big Island has the highest per capita death rate of all the Hawaiian Islands. The problem will only get worse because the density will be increasing as Phase III of Puu Lani Ranch is developed, and because the Saddle Road improvements will make Mamalahoa Hwy. the "road of choice" from Hilo (the second largest city in the State) to Kona. Our goal is safety, especially in the Danger Zone between Kona and Waimea.

Accordingly, we respectfully submit the attached rank order of priorities, with an emphasis on Mamalahoa safety.

The Mamalahoa safety improvements in the area of Pu'u Wa'a Wa'a are in the construction (CON) phase—yet no dollars appear in FY 2006 or FY 2007. The first entry is on FY 2008. We urge the DOT to take faster action on those improvements, and move them to FY 2006, as proposed by Rep. Cynthia Evans.

We note that with the exception of a small area in the vicinity of Pu'u Wa'a Wa'a, the Mamalahoa Danger Zone is conspicuously absent from the STIP. As State Highway Administrator Glen Yasui stated at the May 25, 2005 STIP meeting in Waimea, we are permitted to write in items. We have added the following two items to the last page, and ranked both of them as "HIGH" priority:

Mamalahoa Hwy: Add guardrails and widen shoulders: markers 11-27. These are immediate EMERGENCIES, especially where there are no guardrails at the steep shoulder near marker 12.	FY 2006 – URGENT EMERGENCY REPAIRS
Mamalahoa Hwy: Reduce lava outcroppings currently making it impossible in many locations for two large opposing vehicles to avoid collision: including the areas North of mile marker 24, North and south of marker 25 and possibly the worst area: around mile marker 26.	FY 2006 – URGENT

Please consider each signature below as one "HIGH" vote for the Mamalahoa safety improvement in the vicinity of Pu'u Wa'a Wa'a and for the two additional items above. Thank you for your attention to this very serious safety hazard.

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STATE OF HAWAII DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

FY 2006 THRU FY 2008

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STATE OF HAWAII

DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM : BIG ISLAND PROJECTS SURVEY

FY 2006 THRU FY 2008

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STATE OF HAWAII DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

FY 2006 THRU FY 2008

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STATE OF HAWAII

DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

FY 2006 THRU FY 2008

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STATE OF HAWAII

DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY FY 2006 THRU FY 2008

Revision Effective Date: May 6, 2005

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Thank you for completing this survey. Your input helps to inform us about transportation issues that are important to you, the public.

Please return this form to us at the end of the night or mail it or fax it to:

Ronald Tsuzuki, Head Planning Engineer

State Department of Transportation

Highways Division

869 Punchbowl Street, Room 301, Honolulu, Hawali 96813

Fax: 808-587-1787

Email: hwy.stlp.projects@hawaii.gov

DOT Website: http://

http://www.hawali.gov/dot/stp/stip/index.htm

PLEASE COMPLETE AND RETURN BY - FRIDAY, JUNE 10, 2005

We have noticed an alarming increase in the frequency of serious accidents on Mamalahoa Hwy. between mile markers 11 and 27. The Big Island has the highest per capita death rate of all the Hawaiian Islands. The problem will only get worse because the density will be increasing as Phase III of Puu Lani Ranch is developed, and because the Saddle Road improvements will make Mamalahoa Hwy. the "road of choice" from Hilo (the second largest city in the State) to Kona. Accordingly, we respectfully submit the following additional items for the STIP:

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Signature:

Print Name:

Thomas M. O'LEARY

Hwy Stip Projects/HWY/HIDOT 08/22/2005 01:35 PM

To <lmd@hawaii.rr.com>

cc "PATH - Peoples Advocacy for Trails Hawaii \(E-mail\)" <path@hawaii.rr.com>, Brennon

Morioka/HWY/HIDOT@HIDOT, Glenn

bcc Jill M Yamanouchi/HWY/HIDOT@HIDOT; Patrick

Tom/HWY/HIDOT@HIDOT

Subject Re: STIP request Letter from PATH Board of Directors,

Hawaii Island

Ms Dierenfield,

Thank you for PATH's comments and involvement in the public involvement process for the development of the 06-08 STIP. We thank you for your support of bicycle and pedestrian related projects. The DOT has recently hired an engineer to fill our Bicycle Advocate position in our Traffic Branch. His name is Neal Honma and I have copied him this email response for his information. One of his efforts is to help with the implementation of the updated Bike Plan Hawaii (2003), which identifies bike path/route improvements statewide. Additionally, during the development of each of our projects, we must consider improvements to facilities for bicycles. We try our best to balance the needs to improve and grow our infrastructure for all of the travelling public with the money we have available. Sometimes certain improvements need to be phased or deferred. Please contact Neal if you have further bicycle related questions or comments.

Patrick Tom STIP Manager

"Laura Dierenfield" < Imd@hawaii.rr.com>



"Laura Dierenfield" <lmd@hawaii.rr.com>

08/19/2005 03:40 PM

Please respond to lmd@hawaii.rr.com>

To <hwy.Stip.Projects@hawaii.gov>

cc "PATH - Peoples Advocacy for Trails Hawaii \(E-mail\)" <path@hawaii.rr.com>

Subject STIP request Letter from PATH Board of Directors, Hawaii

Aloha Mr. Tsuzuki:

Please find a letter from the PATH Board of Directors stating our support and requests for bike and pedestrian accommodations within the current STIP projects.

Aloha, Laura Board Member, PATH

Laura Dierenfield 808-936-4653 lmd@hawaii.rr.com



STIP request letter.doc

Mr. Ronald Tsuzuki, Head Planning Engineer Department of Transportation, Highways Division 969 Punchbowl Street Honolulu, Hawaii 96813

August 8, 2005

Dear Mr. Tsuzuki:

The Board of Directors of PATH – Peoples Advocacy for Trails Hawaii, would like to address several current FY 2006 to 2008 STIP projects of importance to our Hawaii Island Community.

We applaud the following STIP projects related to bicycle and pedestrian safety and access:

- 1. HS1. Akoni-Pule Highway Bicycle Improvements. We would like to see construction monies in fiscal year 2007 applied to this priority so that once the design process is complete, we may move swiftly on construction.
- 2. We would also like to see STIP monies go to the Kuakini Highway Bicycle Improvements (Kamehameha III Road to Mamalahoa Highway) and the Kuakini Highway widening from Henry Street to Kamehameha III road, which are on the list but not currently funded through 2008.

We would like to see adequate striping and signage for bicycle at all critical intersections on our highways and roadways, and especially on the following projects on the STIP:

- 3. Palani Road Intersection Improvements at Mamalahoa Highway (no STIP project number)
- 4. Volcano Road Intersection Improvements at Kipimana Drive (no STIP project number)
- 5. HS29. Volcano Road Intersection Improvements at Kulani Road.

We would like to strongly voice our concern that the following projects include ample shoulder pavement and striping for cyclists in the critical design phase:

- 1. HS2: Crater Rim Road Improvements and Improvement to Hawaii Volcanoes National Park
- 2. HS3. Guardrail and Shoulder Improvements (Various Locations)
- 3. HS6. Hawaii Belt Road, Guardrail and Shoulder Improvements (Kalopa Towards Waipunahina Bridge)
- 4. HS7. Hawaii Belt Road, Guardrail and Shoulder Improvements (Kawailiilii Bridge Towards Kalopa)
- 5. HS10. Hawaii Belt Road, Guardrail and Shoulder Improvements (Waipunahina Bridge Towards Kawaili Bridge)
- 6. HS12. Hawaii Belt Road, Mud Lane to The Kamuela Race Track (Waimea Bypass) and Kawaihae Road Bypass
- 7. HS19. Keaau-Pahoa Road Shoulder Lane Conversion, from Keaau Bypass to Shower Drive
- 8. HS20. Kealakehe Parkway Extension, Keanalehu Drive to Kealakaa Street
- 9. HS24. Puainako Street Widening. We would like to see a bicycle lane identified in the Right Of Way process for the Puainako Street Widening

We would also like to make sure that the following projects slated for construction along the Hamakua Coast include wide shoulders and striping for a bike lane:

- 1. HS8. Hawaii Belt Road, Guardrail and Shoulder Improvements (Pakalana Street to Pa'auhau Road)
- 2. HS9. Hawaii Belt Road, Guardrail and Shoulder Improvements (Pa'auhau Road to Papalele Road)
- 3. HS8. Hawaii Belt Road, Guardrail and Shoulder Improvements (Pakalana Street to Pa'auhau Road)
- 4. HS22. Mamalahoa Highway Safety Improvements in the vicinity of C. Q. Yee Hop Ranch
- 5. HS23. Mamalahoa Highway Safety Improvements in the vicinity of Puu Waawaa Ranch Road.

We especially want to see bicycle access incorporated into the design of the Saddle Road Extension, including all phases of the HS28. Saddle Road Improvements, Kaumana to Mamalahoa Hwy, and HS27, design monies for the Saddle Road Extension. This highly important future traffic artery must have safe accommodations for cyclists.

Regards,

PATH, People's Advocacy for Trails Hawaii



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION 869 PUNCHBOWL STREET HONOLULU, HAWAII 96813-5097

SEP 0 8 2005

RODNEY K. HARAGA DIRECTOR

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO: HWY-PA 2.8506

North Hawaii Community Hospital 67-1125 Mamalahoa Highway Kamuela, Hawaii 96743

Ms. Lauraine Dupont, Director

Dear Ms. Dupont:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your group comments in your fax dated June 9, 2005.

Your group's comments and priorities will be compiled with the others that we have received to give us a general feel of the opinions of the public in each county. This will help us in our consideration of the financial constraint of the STIP.

We certainly recognize the concerns that surround Route 190 (Mamalahoa Highway). We have been analyzing the route and have developed ideas for large-scale improvements. The total cost estimates of these improvements have been in the range of \$50 to \$200 million. Because of this, we have redirected our efforts to spot improvements.

We are planning safety improvements in the vicinity of mileposts 21-22 and Hawaii District in-house forces are currently progressing on widening shoulders at various locations. Later this year, we will be reconstructing the roadway from milepost 16-28 and then resurfacing in 2006. Pullouts and wider shoulders will be constructed where possible. These improvements, with the exception of the improvements between mileposts 21-22 (vicinity of Puuwaawaa Ranch), will be done without Federal Highway funds and, therefore, will not appear on the STIP.

Our Department is working with the Kona Traffic Safety Committee and the County Police regarding constructing pullout to assist the enforcement issue.

Very truly yours,

GLENN M. YASUI

Administrator

Highways Division

PT:biy

HWY-H (Attach copy of orig. letter), -PA bc:



NORTH HAWAII COMMUNITY HOSPITAL 67-1125 MAMALAHOA HIGHWAY * KAMUELA, HAWAII 96743 * 808.885.4444

FAX Cover Sheet

NHCH Performance Improvement Department

Lauraine DuPont, Director Tel: 808-881-4706 • Fax: 808-881-4704

To:	Ronald Tsuzuk	<u>-i </u>	From:	above		
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Comments:

Important Notice: This message is intended only for the use of the individual or entity to which it is addressed. It may contain information that is privileged, confidential, and exempt from disclosure under law. If the reader of this message is not the intended recipient, or the employee, or agent responsible for delivering the message to the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone at the number above, and destroy the contents of this communication. Thank you.

TO: DEPT. OF TRANSPORTATION

DATE: JUNE 10, 2005

RE: STIP and MAMALAHOA HWY. SAFETY

We, the undersigned have noticed an alarming increase in the frequency of serious accidents on Mamalahoa Hwy. between mile markers 11 and 27. The Big Island has the highest per capita death rate of all the Hawaiian Islands. The problem will only get worse because the density will be increasing as Phase III of Puu Lani Ranch is developed, and because the Saddle Road improvements will make Mamalahoa Hwy. the "road of choice" from Hilo (the second largest city in the State) to Kona. Our goal is safety, especially in the Danger Zone between Kona and Waimea.

Accordingly, we respectfully submit the attached rank order of priorities, with an emphasis on Mamalahoa safety.

The Mamalahoa safety improvements in the area of Pu'u Wa'a Wa'a are in the construction (CON) phase—yet no dollars appear in FY 2006 or FY 2007. The first entry is on FY 2008. We urge the DOT to take faster action on those improvements, and move them to FY 2006, as proposed by Rep. Cynthia Evans.

We note that with the exception of a small area in the vicinity of Pu'u Wa'a Wa'a, the Mamalahoa Danger Zone is conspicuously absent from the STIP. As State Highway Administrator Glen Yasui stated at the May 25, 2005 STIP meeting in Waimea, we are permitted to write in items. We have added the following two items to the last page, and ranked both of them as "HIGH" priority:

Mamalahoa Hwy: Add guardrails and widen shoulders: markers 11-27. These are immediate EMERGENCIES, especially where there are no guardrails at the steep shoulder near marker 12.	FY 2006 - URGENT EMERGENCY REPAIRS
Mamalahoa Hwy: Reduce lava outcroppings currently making it impossible in many locations for two large opposing vehicles to avoid collision: including the areas North of mile marker 24, North and south of marker 25 and possibly the worst area: around mile marker 26.	FY 2006 — URGENT

Please consider each signature below as one "HIGH" vote for the Mamalahoa safety improvement in the vicinity of Pu'u Wa'a Wa'a and for the two additional items above. Thank you for your attention to this very serious safety hazard.

Signature: Wupons	Print Name: VAURAINE DO PONT	08/09/05
Signature:	Print Name;	

STATE OF HAWAII DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

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DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

FY 2006 THRU FY 2008

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DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM : BIG ISLAND PROJECTS SURVEY

FY 2006 THRU FY 2008

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DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

FY 2005 THRU FY 2008

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STATE OF HAWAII

DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY FY 2006 THRU FY 2008

Revision Effective Date: May 6, 2005

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Thank you for completing this survey. Your input helps to inform us about transportation issues that are important to you, the public.

Please return this form to us at the end of the night or mall it or fax it to:

Ronald Tsuzuki, Head Planning Engineer

State Department of Transportation

Highways Division

869 Punchbowl Street, Room 301, Honolulu, Hawaii 96813

Fax: 808-587-1787

Email: hwy.stip.projects@hawall.gov

DOT Website:

http://www.hawaii.gov/dot/stp/stlp/index.htm

PLEASE COMPLETE AND RETURN BY - FRIDAY, JUNE 10, 2005

We have noticed an alarming increase in the frequency of serious accidents on Mamalahoa Hwy. between mile markers 11 and 27. The Big Island has the highest per capita death rate of all the Hawaiian Islands. The problem will only get worse because the density will be increasing as Phase III of Puu Lani Ranch is developed, and because the Saddle Road improvements will make Mamalahoa Hwy. the "road of choice" from Hilo (the second largest city in the State) to Koua. Accordingly, we respectfully submit the following additional items for the STIP:

Mamalahoa Hwy: Reduce lava outcroppings currently making it impossible in many locations for two large opposing vehicles to avoid collision: including the areas North of mile marker 24, North and south of marker 25 and possibly the worst area; around mile marker 26.	FY 2006 - URGENT	H16H
Mamalahoa Hwy: Add guardralls and widen shoulders: markers 11-27	FY 2006 - URGENT	HIGH

Signature: <u>Uuruuu</u>	Dulleva	Print Name:	LDUPONT	
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NORTH HAWAII COMMUNITY HOSPITAL 67-1125 MAMALAHOA HIGHWAY * KAMUELA, HAWAII 96743 * 808.885.4444

FAX Cover Sheet

NHCH Social Services Department

Tel: 808-881-4839 • Fax: 808-881-4704

To:	Ronald Tsuzuki	From	WirPort							
Fax;	587-1787	Tel:	808.881-4706							
Tel:		Date	06110105							
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	Urgent For Review Please Comme		<u>.</u>							
inform patier maint permi	CONFIDENTIAL HEALTH INFORMATION ENCLOSED. Health Care information is personal and sensitive information related to a person's health care. It is being faxed to you after appropriate authorization from the patient or under circumstances that do not require patient authorization. You, the recipient, are obligated to maintain it in a safe, secure and confidential manner. Re-disclosure without additional patient authorization or as permitted by law is prohibited. Unauthorized re-disclosure or failure to maintain confidentiality could subject you to penalties described in federal and state law.									
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Important Notice: This message is intended only for the use of the individual or entity to which it is addressed. It may contain information that is privileged, confidential, and exempt from disclosure under law. If the reader of this message is not the intended recipient, or the employee, or agent responsible for delivering the message to the intended recipient, you are notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone at the number above, and destroy the contents of this communication. Thank you.

TO: DEPT. OF TRANSPORTATION

DATE: JUNE 10, 2005

RE: STIP and MAMALAHOA HWY. SAFETY

We, the undersigned have noticed an alarming increase in the frequency of serious accidents on Mamalahoa Hwy. between mile markers 11 and 27. The Big Island has the highest per capita death rate of all the Hawaiian Islands. The problem will only get worse because the density will be increasing as Phase III of Puu Lani Ranch is developed, and because the Saddle Road improvements will make Mamalahoa Hwy, the "road of choice" from Hilo (the second largest city in the State) to Kona. Our goal is safety, especially in the Danger Zone between Kona and Waimea.

Accordingly, we respectfully submit the attached rank order of priorities, with an emphasis on Mamalahoa safety.

The Mamalahoa safety improvements in the area of Pu'u Wa'a Wa'a are in the construction (CON) phase—yet no dollars appear in FY 2006 or FY 2007. The first entry is on FY 2008. We urge the DOT to take faster action on those improvements, and move them to FY 2006, as proposed by Rep. Cynthia Evans.

We note that with the exception of a small area in the vicinity of Pu'u Wa'a Wa'a, the Mamalahoa Danger Zone is conspicuously absent from the STIP. As State Highway Administrator Glen Yasui stated at the May 25, 2005 STIP meeting in Waimea, we are permitted to write in items. We have added the following two items to the last page, and ranked both of them as "HIGH" priority:

Mamalahoa Hwy: Add guardrails and widen shoulders: markers 11-27. These are immediate EMERGENCIES, especially where there are no guardrails at the steep shoulder near marker 12.	FY 2006 — URGENT EMERGENCY REPAIRS
Mamalahoa Hwy: Reduce lava outcroppings currently making it impossible in many locations for two large opposing vehicles to avoid collision: including the areas North of mile marker 24, North and south of marker 25 and possibly the worst area: around mile marker 26.	FY 2006 - ÛRĜENT

Please consider each signature below as one "HIGH" vote for the Mamalahoa safety improvement in the vicinity of Pu'u Wa'a Wa'a and for the two additional items above. Thank you for your attention to this very serious safety hazard.

		Print Name: Lauraine DuPonT
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Jun-10-05

DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

FY 2006 THRU FY 2008

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DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY FY 2008 THRU FY 2008

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STATE OF HAWAII DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

FY 2006 THRU FY 2008

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Jun-10-05

STATE OF HAWAII

DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

FY 2006 THRU FY 2008

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DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY FY 2006 THRU FY 2008

Revision Effective Date: May 6, 2005

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Thank you for completing this survey. Your input helps to inform us about transportation issues that are important to you, the public.

Please return this form to us at the end of the night or malf it or fax it to:

Ronald Tsuzuki, Head Planning Engineer

State Department of Transportation

Highways Division

869 Punchbowl Street, Room 301, Honolulu, Hawali 96813

Fax: 808-587-1787

Email: hwy.stip.projects@hawaii.gov

DOT Website: http://www.hawaii.gov/dot/stp/stip/index.htm

PLEASE COMPLETE AND RETURN BY - FRIDAY, JUNE 10, 2005

We have noticed an alarming increase in the frequency of serious accidents on Mamalahoa Hwy, between mile markers 11 and 27. The Big Island has the highest per capita death rate of all the Hawaiian Islands. The problem will only get worse because the density will be increasing as Phase III of Puu Lani Ranch is developed, and because the Saddle Road improvements will make Mamalahoa Hwy, the "road of choice" from Hilo (the second largest city in the State) to Kona. Accordingly, we respectfully submit the following additional items for the STIP:

Mamalahoa Hwy: Reduce lava outcroppings currently making it impossible in many locations for two large opposing vehicles to avoid collision; including the areas North of marker 24, North and south of marker 25 and possibly the worst area; around mile marker 25.	FY 2006 - URGENT	HIGH
Mamalahoa Hwy: Add guardralls and widen shoulders: markers 11-27	FY 2006 - URGENT	HIGH

ignature:	Print Name:	
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Hwy Stip Projects/HWY/HIDOT 08/15/2005 11:06 AM To "wenomoto@juno.com" <wenomoto@juno.com>@STATEHIUS

cc Ronald Tsuzuki/HWY/HIDOT@HIDOT, Ferdinand Cajigal/HWY/HIDOT@HIDOT, Cary.Yamashita@co.maui.hi.us,

bcc

Subject Re: Baldwin Avenue Bike Path

Walter.

Thanks for attending 3 out of our 4 STIP public meetings on Maui last week. And thanks helping out on some of the questions at the meetings with your traffic knowledge.

I have not seen your letter trickle down from our Director's office yet. Might not even end up in my office to respond to (maybe HWT -T), but thought I could respond anyway since I am working on responding to other comments on the STIP. As you have found out at our meetings, we have removed federal funding for Maui County's Baldwin Ave. Bike Facility and Baldwin Park Bikeway from the draft 06-08 STIP. Beyond this however, if Maui County choses to continue the development of these projects with County funds, it's up to them.

I'm not sure how the DOT get's involved if no federal funds are being used and the project is not affecting a State roadway. However, I have cced your letter and this response to our new DOT Bike Advocate, Neal Honma. He would be the DOT's point of contact for all things related to biking.

Patrick Tom STIP Manager

"wenomoto@juno.com" <wenomoto@juno.com>



"wenomoto@juno.com" <wenomoto@juno.com> 08/08/2005 05:14 AM

To Hwy.Stip.Projects@hawaii.gov

CC

Subject Baldwin Avenue Bike Path

Please see attached letter regarding concerns with the Baldwin Avenue Bike Path Project on Maui

Mahalo, Walter Enomoto Maui Bicycle Alliance



State Of Hawaii Department of Transportation Attn: Rod Haraga 869 Punchbowl St. Honolulu, Hawaii 96813;

Aloha Director Haraga,

I met you at the STIP Meetings here on Maui in May and was writing to inquire of the status of Federal Highways TE funding for the Baldwin Avenue Bike Path Project. Are you aware of recent plans to continue building the Baldwin Avenue Bike Path Project? Maui News Aug 6 cover story reported this project is back on track.

The Maui Bicycle Alliance has fundamental issues with this project and we still oppose it for the following reasons:

1) Project Benefit

This project mainly benefits motorists and the downhill tour bicycle industry. Motorists benefit by having "those damn bicycles" off Baldwin Avenue and by decreasing vehicular travel times. The downhill tour industry benefits by having a facility designed and suited for their needs at taxpayers and the local bicycling communities' expense (see point 3). Benefits to the local cycling community are limited because of the difficulty of traveling 6-7 miles uphill. They will also have to contend with overwhelming downhill bicycling tour traffic. (see point 2)

2) Disproportionate Use, Speed and Safety

The disproportion of uphill to downhill traffic along this path is a fundamental flaw with this project. No other bicycling facility (path/greenway) that we are aware of has such a disproportionate use in the direction of travel and speed differential. An estimated 95-99% of the traffic will flow in the downhill direction and at two to three times the speed of uphill travel. The number downhill tour riders using this facility are estimated at 120,000 riders per year (Maui News article). Downhill tour participants (who very often have limited bicycling skills) currently have a hard time staying within the full width of a vehicular traffic lane (10+ ft), how can they be expected to avoid colliding with another cyclist or pedestrian going uphill and stay within the proposed 7ft wide lane. The potential for injury to other users on the path has not been addressed and is a fundamental flaw that cannot be solved by design changes. I have repeatedly brought up this issue in past public meetings with no logical answer (from a cyclists perspective) from county engineers? The newly proposed path with wider turn radiuses may actually

increase travel speeds by the downhill tour groups which in turn may increase the potential and severity of collisions.

3) Project Funding

Estimated construction costs of 5-8 million dollars will take about 4-6 years to complete this facility. Maui County budgets \$300k every year for bicycling projects which is matched with \$1.2mil in Federal monies. This one project (which is slated to begin acquiring land in 07 and construction in 08), will require all bicycling funds (at current levels) from 2007 to 2011/2013 in order to complete. This will effectively kill funding for all other bicycling projects listed in Bike Plan Hawaii which the local bicycling community helped State DOT Highways develop under Vince Llorin's leadership. We believe funding this project with TE monies is a misuse of these funds. Federal monies used for TE bicycling projects should show benefits mainly to the local bicycling community; this project does not.

4) Maintenance

Have maintenance issues been adequately addressed by the county? The current condition of the phase two Northshore Greenway (Kaunoa Senior School area) and various bike paths indicate a lack of regular maintenance by the County of Maui. Considering the length of the proposed Baldwin Bike Path, number of riders using this path (120k, mainly downhill) and potential for liability due to unsafe conditions (rain with debris, mud, slippery surface conditions, etc), has the County developed a plan to fund and accommodate these issues?

5) Liability

A prominent local attorney has won a number of large judgments in high profile civil cases against State DOT Highways and the County of Maui for improper design and inadequate maintenance of facilities. What potential liability concerns have not been adequately addressed considering the information in point 2 and 4?

Again, the Maui Bicycle Alliance opposes Federal funding and State DOT Highways support of this project for the above stated reasons. If the County of Maui, the motor vehicle public and the downhill industry wants this project to proceed, they should come up with alternative funding sources to do so.

Thank you very much for your assistance with our concerns and we appreciate any comments you have on this project. I can be reached via e-mail at wenomoto@juno.com and via cell phone at 808-870-0130 to discuss these issues further. I look forward to your response and/or seeing you at the meetings scheduled this week on Maui.

Aloha and Mahalo, Walter Enomoto President, Maui Bicycle Alliance Hwy Stip Projects/HWY/HIDOT 06/21/2005 11:53 AM To <frank@clarkhawaii.com>

cc Stanley Tamura/HWY/HIDOT, Bruce McClure, Ronald Tsuzuki/HWY/HIDOT, Patrick Tom/HWY/HIDOT

bcc

Subject Re: stip comments

Mr Goodale,

Thanks for your participation and comments on your priorities for 06-08 STIP projects. We will compile them with the rest of the survey data we received. These compiled public comments will assist us during the financial constraint of the new STIP as we try to address transportation needs statewide.

I am not that familiar with some of the projects that you mention in your list of priorities. These include:

#4 Old Mamalahoa and Hina Lani Street light and intersection Improvements #6,7 and 14 Kuakini Hwy Widening through various sections - Though the State will be looking at the Kuakini Hwy Widening from Henry Street to Kamehameha III Road. #8 Alii Drive Realignment

Some of them may already be funded and in some stage of project development so they wouldn't show up on the 06-08 STIP. Some may only be using local funds and so would again, not show up on the 06-08 STIP. Outside of this, I have copied our State Highways Hawaii District Office and Hawaii County's Department of Public Works to inform them of your comments. They would be able to address some of these comments.

"Frank Goodale" <frank@clarkhawaii.com>



"Frank Goodale" <frank@clarkhawaii.com>

06/06/2005 01:18 PM

Please respond to <frank@clarkhawaii.com> To <Hwy.Stip.Projects@hawaii.gov>

CC

Subject stip comments

Priority STIP projects for North Kona

Because of its steep terrain and existing layout of subdivisions, Kona will always have a problem maintaining sufficient North South lane capacity South of Palani Road and must at every opportunity be focused on maximizing this North South capacity. This becomes especially important as the existing mega subdivisions to the South build out their largely vacant lots and serve as the bedroom community for the employment centers to the North. Failure to improve this North South corridor in the North Kona District is already causing local citizenry to call for housing moratoriums which runs contrary to our needs for affordable housing and will undoubtedly negatively impact the State's and County's plans in this area since they pose the same traffic issues as does private development. To the extent that subdivisions in Kona are thwarted by the local citizenry on the basis that they will create unacceptable traffic, the needed housing capacity will continue to be built on existing lots to the South which will generate the same or worse traffic situation in Kona. The only solution to this "Catch 22" is to

expedite the improvements to the North South Corridor through the bottle neck in the North Kona District.

I have not separated out the State vs. County priorities as the order of these project, whether State or County, is vital and they should be coordinated. For example: The Alii Drive realignment (which will open up substantial and needed affordable housing inventory) is currently planned to empty onto the Belt Hawaii in an area that is one of the most congested areas and is only two lanes. Plans for this section of roadway are in their earliest of planning stages while the Alii Drive realignment is nearly ready to role. It is important that the distance from Henry Street to this intersection must be completed first.

- 1. Queen Kaahumanu Hwy. Henry St. to Airport (all phases)
- 2. Queen Kaahumanu Hwy. Henry St. to Lako St. or Alii Drive realignment intersection
- 3. Old Mamalahoa Hwy. Holualoa Junction Widening (Southbound left turn lane)
- 4. Old Mamalahoa and Hina Lani St. light and intersection improvements. This is necessary for platooning for the Holualoa turnoff intersection to function safely(see 3 above).
- 5. Old Mamalahoa Highway Holualoa Intersection to Saddle road turn off shoulder widening and sight distance improvements.
- 6. Kuakini Hwy. Widening Palani to Makala. This improvement together with the current Kuakini Hwy. improvements and # 7 below define a key alternate route from a heavily developing residential area into the core of the business areas and then with a natural exit back onto the Belt Highway. These improvements will also mitigate the problem of virtually no roadway planning on the Belt Highway from Henry St. South to Keauhou. This will become even more important when this corridor intersects with the Alii Drive Realignment.
- 7. Kuakini Hwy. Widening Hualalai to Walua Rd. or Alii Drive Realignment.
- 8. Alii Drive realignment Northern section first to allow for the mauka makai flow of traffic between Alii Drive and Kuakini Hwy. and the Belt Highway. Eliminate the current intersection (at least the left turn) from lower Kuakini Hwy. onto the Belt Highway.
- 9. Connect Lako street through from Belt Hawaii to Alii Drive realignment and Alii Drive
- 10. Finish Kealakehe Parkway
- 11. Finish and open up Hokulia bypass road.

- 12. Belt Highway from Lako to Keauhou turnoff
- 13. Improve Palani Rd. with a left turn lane and sidewalks in vicinity of Kealakehe then improve the shoulder's entire length
- 14. Widen lower Kuakini Hwy. from Walua Rd. to Alii Drive realignment. This will complete a major alternate artery from the heart of a developing residential area to and through the core business districts before heading back out to the Kaahumanu Highway.

Alternative hair brained idea to develop the long sought after mauka makai connector:

First, Lower the Hina Lani, Old Mamalahoa intersection 15 ft.(about same level as Holualoa turnoff a quarter mile to the south). Currently, this is the high point of an extended rise from both directions. It could be leveled off or even create a modest dip.

Second fill in the "dip" on Hina Lani at Manu Mele (maybe 6 to ten feet)(this would also improve the existing sight distance problem at the Anini and Manu Mele St. intersections).

This might result in a grade on this section of less than 12 or 10 percent which might make this road the "preferred" mauka-makai connector since it would connect directly with our largest developing business area and will have a light at the intersection. This route would also avoid all the safety issues that will still exist between this mauka intersection and the proposed intersection at Palani Rd. and the Kealakehe Parkway. My guess is this will be less expensive than extending the Kealakehe Parkway and, regardless of the axel breaking mishaps, will be the preferred and used route for all delivery truck traffic coming from Hilo unless prohibited.

Mahalo,

Frank Goodale

fbgmail@goodale.org 808-936-1411

73-4503 Kohanaiki Rd. Kailua Kona, HI 96740



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION 869 PUNCHBOWL STREET HONOLULU, HAWAII 96813-5097

RODNEY K. HARAGA DIRECTOR

Deputy Directors BRUCE Y, MATSUI BARRY FUKUNAGA BRENNON T, MORIOKA BRIAN H, SEKIGUCHI

> IN REPLY REFER TO: HWY-PA 2.8666

SEP 0 8 2005

Mr. Jeff Halpin President Classic Resorts 180 Dickenson Street, Suite 201 Lahaina, Hawaii 96761

Dear Mr. Halpin:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for comments on the traffic congestion through Lahaina and the STIP projects.

We agree that there needs to be better coordination between new developments and upgrades to the transportation infrastructure. This is a concern that is ongoing, Statewide. We are working together with the Counties and with developers to resolve these issues.

Light synchronization is a function of our Maui District Office. We will forward your comment on the synchronization of the traffic lights through Lahaina and Dairy Road.

Your comments regarding the 2006-2008 STIP projects will be tabulated for consideration.

Very truly yours,

GLENN M. YASUI

Administrator

Highways Division

PT:th

bc: HWY-M, HWY-PA

May 26, 2005

State of Hawaii Department of Transportation Highway Planning Branch 869 Punchbowl Street, Room 301 Honolulu, HI 96813

Gentlepersons:

I was unable to attend the State Department of Transportation (SDOT) Lahaina meeting but do wish to submit the following comments regarding the STIP Fiscal Years 2006 – 2008 related to Maui projects.

I live in West Maui and the traffic congestion through the Lahaina corridor has reached unimaginable proportions. And while it is not the SDOT's responsibility, the Maui Planning Commission continues to approve large scale hotel and time share developments without any upgrades to the infrastructure.

Before even commenting on the STIP projects, it is imperative the SDOT immediately implement a stop light synchronization plan through Lahaina. If the SDOT and/or Maui County are intent on installing stop lights every 100 yards then they must get them properly timed. Too often a single car can disrupt traffic flow even during "rush" hours. The Launiupoko and main post office signals are perfect examples. The Dairy Road corridor is another hodgepodge of signals which produces staccato traffic flow. Light synchronization seems to be the simplest of fixes.

With regards to the overall STIP program for Maui, all resources should be directed to mitigating the worst areas on the Island. Improvement and expansion of primary roadways should be the priority. We do not need a new airport access road at this time. Bicycle improvements at Haleakala can wait. Honoapiilani passing lanes cannot. Honoapiilani Highway widening needs to be moved up. We need improvements to Honoapiilani Highway and to accelerating the Lahaina by-pass.

State of Hawaii Department of Transportation Highway Planning Branch May 26, 2005

Page two

I moved to Maui 20 years ago and the Lahaina by-pass was being discussed. Today we are no closer to having a solution or seeing concrete progress. West Maui is a <u>significant</u> economic contributor to the State and the County, however its ambiance and appeal are being severely and negatively impacted by its traffic problems and lack of infrastructure.

Sincerely,

Jeff Halpin (

President

JH:ii

cc: Rosalyn Baker

Kameo Tanaka Joanne Johnson



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION 869 PUNCHBOWL STREET HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO: HWY-PA 2.8663

RODNEY K. HARAGA

DIRECTOR

Deputy Directors
BRUCE Y. MATSUI
BARRY FUKUNAGA
BRENNON T. MORIOKA
BRIAN H. SEKIGUCHI

SFP 0 8 2005

Ms. Judi Hanagami 73-1655 Hao Street Kailua-Kona, Hawaii 96740

Dear Ms. Hanagami:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your comments regarding the roads in Kona. Your comments and priorities will be compiled with the others that we have received to give us a general feel of the opinions of the public in each county. This will help us in our consideration of the financial constraint of the STIP.

The County of Hawaii is currently pursuing implementation of improvements at the Palani Road and Kealakaa Street Intersection. The County of Hawaii will soon be undertaking improvements at the intersection of Palani Road and the road to Holualoa (nursery intersection).

A large percentage of the funds shown for the development of the Saddle Road Improvements are discretionary funds and Defense Access Road funds. These federal funds represent funding obtained by our U. S. Congressional delegation and are above and beyond our regular funding level. Also, these funds cannot be used for any other project. They have been earmarked for the Saddle Road Improvements.

We will soon begin a design-build process to widen Queen Kaahumanu Highway from Honokohau Harbor to Henry Street. A future phase to widen Queen Kaahumanu Highway to Keahole Airport is being proposed for funding in federal fiscal year 2007 in the new fiscal years 2006-2008 STIP. This may help address the congestion on Palani Road in the areas you refer to.

Very truly yours,

GLENN M. YASUI

Administrator Highways Division

PT:th

bc: HWY-H, County of Hawaii - DPW, HWY-O, HWY-PA

2.30-02 Mr. Renald Tsuzuki STATE TO WENT DET HON Planning engineer JUR 3 10 35 AN 10E Regarding Kona reads = Pulani road news a & Turning lane a Kenlakaa. Now who knows when the new connector road will be built Europa, almost, goes arouns people turning lift stow- illevally wen police car - One can not passing a Left turning car books can up to Lilioka lani. Pulani Road news a Liturning Lane your South The healor Road (nursery intersection). Cars are now Traveling on Polani Loca 5. Holaston North to accort the Guen K. treffer, town treffer or crutin a Kainaku to manulator Rs. Car on men broke up to Kaloke Drive ble of the Center people on Rolling. There's planty of room to so it all you need is dist. and who som is in charge of row way lighting new to drive Palorie Role mint Rot
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Diver Anuvel here 20 years 150 & 5till Mothery Please by as Know what the time line is for some road changes in Kona - Mago nured ble no one Knows the names of roads here. Even my hasband 45' Confused & his a fereman -Mark ogn Jedi Hanagami 173-1655 HDO 51. Kailua - Kona, Hi 967/0 Henregmi C Kora. net.



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION 869 PUNCHBOWL STREET HONOLULU, HAWAII 96813-5097

SEP 0 8 2005

RODNEY K. HARAGA

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO: HWY-PA 2.8488

Ms. Mary Helen Higgins 71-1644 PuuNapoo Drive #12 Kailua-Kona, Hawaii 96740

Dear Ms. Higgins:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your comments in your letter dated June 9, 2005.

Your comments and priorities will be compiled with the others that we have received to give us a general feel of the opinions of the public in each county. This will help us in our consideration of the financial constraint of the STIP.

We certainly recognize the concerns that surround Route 190 (Mamalahoa Highway). We have been analyzing the route and have developed ideas for large-scale improvements. The total cost estimates of these improvements have been in the range of \$50 to \$200 million. Because of this, we have redirected our efforts to spot improvements.

We are planning safety improvements in the vicinity of mileposts 21-22 and Hawaii District in-house forces are currently progressing on widening shoulders at various locations. Later this year, we will be reconstructing the roadway from milepost 16-28 and then resurfacing in 2006. Pullouts and wider shoulders will be constructed where possible. These improvements, with the exception of the improvements between mileposts 21-22 (vicinity of Puuwaawaa Ranch), will be done without Federal Highway funds and, therefore, will not appear on the STIP.

Our Department is working with the Kona Traffic Safety Committee and the County Police regarding constructing pullouts to assist the enforcement issue.

Very truly yours,

Administrator

Highways Division

PT:biy

bc: HWY-H (Attach copy of orig. letter), -PA

Higgins Family Kailua-Kona, HI 96740 (FAX 808-325-9428)

Date: June 10, 2005

To: Ronald Tsuzuki DOT Head Engineer

FAX No.: 808-587-1787

From: Mary Helen

Phone (direct):325-7209

Subject/Comments: State Highway Improvement

Number of Pages (including this Cover Sheet): 3

June 9, 2005

Ronald Tsuzuki
DOT Head Planning Engineer
869 Punchbowl Street
Honolulu HI 96813

Dear Mr. Tsuzuki,

This letter and the attached second page are being sent by FAX to you as my husband and I were not able to attend the highway meeting in Waimea and I would like to voice our concerns over the dangerous condition of Highway #190 also known as the belt road, more specifically the stretch between the 11 Mile Marker and the 27 Mile Marker. The second page is part of a unified community effort to press for immediate action to rectify the situation. I am signing the attached letter as I do feel that removing some of the rocks that are so close to the edge of the road is important and need to be removed immediately. I also feel there are several areas that desperately need guard rails. We are talking about 30 plus feet drops in some places. But I would also like to urge enforcement of the speed limit and the monitoring and citing of careless and dangerous driving. There are maniacs on our roads and I think the only way they are going to take this issue seriously is to be hit where it hurts ... in the pocketbook, both by citations and insurance rate hikes. I realize that enforcement of traffic laws fall under the jurisdiction of the County, but I feel that it is imperative that the State and County work together on this issue. It could save the State a lot of money if it could pay for additional County enforcement of the laws.

If you recall it took a tragic accident several years ago around the 28 Mile mark for anything to be done in regards to that section of the highway. As a result of several members of one family and additional others being killed in a single accident, the road was widened and guard rails were installed. We are residents of the PuuLani subdivision in North Kona and use Highway #190 almost on a daily basis. For the five years we have lived out here we have noticed not only a huge increase in the traffic using this road but an increase in the number of accidents. This is saying quite a bit considering in the thirty two years we have lived on the Big Island this road has always been considered a dangerous one. Our home overlooks the bottom of the ridge just below the 21 mile marker so we also witness a lot of accidents as well. We don't necessarily see them happen but we hear screeching of brakes, skidding of tires, and the inevitable crash at the end, all hours of the day and we often are awakened by the same in the middle of the night. These occurrences are almost guaranteed when it is raining, which fortunately for all it does not rain out here that often. It is said that the bottom of the ridge looks like a junk yard of cars. Are we going to have to wait for a death to get guard rails there? I have written letters in the past regarding the situation on this highway, to our State Representative, our county councilman, the State highways department, and to the Traffic Safety Committee. These letters for the most part have been acknowledged but nothing has been done. There is shoulder work going on south of here between the 22 and 24 Mile Markers but I fail to see what that is going to do for the situation unless there is a lot more done.

I ask that you please consider this highway in your current planning before it takes more lives. Thank you for your time and consideration.

Sincerely yours,

Mary Helen Higgins
71-1644 PuuNapoo Drive #12

Kailua-Kona HI 96740

808-325-7209

TO: DEPT. OF TRANSPORTATION

DATE: JUNE 10, 2005

RE: STIP and MAMALAHOA HWY. SAFETY

We, the undersigned have noticed an alarming increase in the frequency of serious accidents on Mamalahoa Hwy. between mile markers 11 and 27. The Big Island has the highest per capita death rate of all the Hawaiian Islands. The problem will only get worse because the density will be increasing as Phase III of Puu Lani Ranch is developed, and because the Saddle Road improvements will make Mamalahoa Hwy. the "road of choice" from Hilo (the second largest city in the State) to Kona. Our goal is safety, especially in the Danger Zone between Kona and Waimea.

Accordingly, we respectfully submit the attached rank order of priorities, with an emphasis on Mamalahoa safety.

The Mamalahoa safety improvements in the area of Pu'u Wa'a Wa'a are in the construction (CON) phase—yet no dollars appear in FY 2006 or FY 2007. The first entry is on FY 2008. We urge the DOT to take faster action on those improvements, and move them to FY 2006, as proposed by Rep. Cynthia Evans.

We note that with the exception of a small area in the vicinity of Pu'u Wa'a Wa'a, the Mamalahoa Danger Zone is conspicuously absent from the STIP. As State Highway Administrator Glen Yasui stated at the May 25, 2005 STIP meeting in Waimea, we are permitted to write in items. We have added the following two items to the last page, and ranked both of them as "HIGH" priority:

 Mamalahoa Hwy: Add guardrails and widen shoulders: markers 11-27. These are immediate EMERGENCIES, especially where there are no guardrails at the steep shoulder near marker 12.	FY 2006 - URGENT EMERGENCY REPAIRS
 Mamalahoa Hwy: Reduce lava outcroppings currently making it impossible in many locations for two large opposing vehicles to avoid collision: including the areas North of mile marker 24, North and south of marker 25 and possibly the worst area: around mile marker 26.	FY 2006 – URGENT

Please consider each signature below as one "HIGH" vote for the Mamalahoa safety improvement in the vicinity of Pu'u Wa'a Wa'a and for the two additional items above. Thank you for your attention to this very serious safety hazard.

Signature: Mary Holon He	Pape Name	Mary	Helen	H1991115
	/ ())		. 5 5
Signature:	Print Name:			



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION 869 PUNCHBOWL STREET HONOLULU, HAWAII 96813-5097

RODNEY K. HARAGA DIRECTOR

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO: HWY-PA 2.8500

SEP 0 8 2005

Mr. John G. Hill Lanikai #122 390 Papaloa Road Kapaa, Hawaii 96746

Dear Mr. Hill:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your comments regarding our unconstrained 2006-2008 STIP for the Island of Kauai.

Your comments and priorities will be compiled with the others that we have received to give us a general feel of the opinions of the public in each county. This will help us in our consideration of the financial constraint of the STIP.

Regarding the Papaloa Road Couplet and improvement of the current temporary bypass road, I have forwarded a copy of your letter to our Kauai District Office for more detailed consideration and response.

Very truly yours,

GĽENN M. YASUI

Administrator

Highways Division

PT:biy

bc: HWY-K (Attach copy of orig. letter), -PA

STATE OF THE STATE

John G. Hill 2906 75th Street Boulder, CO 80301

Lanikai #122 390 Papaloa Rd Kapaa, HI 96746

Ronald Tsuzuki, Head Planning Engineer State Department of Transportation Highways Division 869 Punchbowl Street, Room 301 Honolulu, Hawaii 96813

Dear Mr. Tsuzuki:

In reference to the Kauai Transportation Plan I have reviewed, and as a resident at Lanikai on Papaloa Road, I have several concerns regarding the Papaloa Road Couplet consideration. I feel strongly that not only does this proposal not solve any of the current traffic congestion problems, but it also would cause several new problems.

First, by creating two high-speed northbound lanes on Papaloa Road, all this would do is move the congestion north by a half-mile or so. The traffic still gets bottled up as you re-emerge back onto Kuhio Highway down by the Coconut Marketplace and as you approach the Safeway area. No real throughput problems are solved at all. I also think the quick turn-off by the Shell station, as well as the "jog" back out onto the main highway area by Coconut Marketplace could be very dangerous, and would not result in good continuous traffic flow.

Even more dangerous, however, would be the ingress/egress problems from these high-speed lanes to all the shops in Kinipopo Shopping Area, as well as the resorts along Papaloa Road. This would be very dangerous if you think about it. These are very sharp turn-offs as things are today, but if you think of cars stopping/slowing way down to stop and/or park by the Kinipopo shops, as well as slowing way down to go into and out of the many resorts along the road, you've not only slowed these northbound lanes way down (thereby not maintaining a continuous flow), but you've created a very dangerous ingress/egress area as well. This problem would also be compounded if the currently-proposed townhomes get approved for the vacant land along Papaloa Road.

To me the very best way to invest the state's and county's money, and to truly improve the traffic problem, would be to widen and improve the current Kapaa Bypass road, including the extension of the current bypass somewhat further north of Kapaa. It seems to me that what you really want to do is divert all the traffic heading to parts of Kauai north of Kapaa, traffic that has no need to actually go through the Kapaa area itself. This would lessen by a considerable amount all the congested traffic through town. Also, all the commuters heading south everyday from the North Shore, Anahola, etc., would now not have to go through the town of Kapaa. This would seem to result in a big improvement in traffic flow, and is where the money should be spent.

I truly think the Papaloa Road Couplet consideration should, accordingly, be a VERY low-priority idea.

Thank you.

John & Hill

Hwy Stip Projects/HWY/HIDOT 08/22/2005 12:13 PM To HCarmel99@aol.com@STATEHIUS

cc Brennon Morioka/HWY/HIDOT@HIDOT, Glenn Yasui/HWY/HIDOT@HIDOT, Ronald Tsuzuki/HWY/HIDOT@HIDOT, bmcclure@co.hawaii.hi.us,

bcc Jill M Yamanouchi/HWY/HIDOT@HIDOT

Subject Re: help Waikoloa

Thank you for your comments in your email dated 8/17/05. We are thankful for the great efforts of those who fought the fires on the west side of the Big Island three weeks ago. We recognize the transportation concerns and issues that were brought about because of these fires.

Regarding the Paniolo Avenue Extension project, it is identified in the Long Range Land Transportation Plan for the County of Hawaii. This project was listed as a "Tier 4" project, which means that it is a recognized need, but funding for it has yet to be identified. I am forwarding this response as well as your original comments of support for the Paniolo Avenue Extension to our administration, as well as the administration of the Hawaii County Department of Public Works for their information and consideration.

As far as the STIP is concerned, it is a program that identifies federal aid projects that are or will be ready-to-go with in the next three federal fiscal years. As a part of being ready-to-go, there needs to be a commitment to a project that usually means an identification of a clear scope of work and obtaining the local money match (usually 20%) through either the legislature or County Council (or possibly developers). There are other considerations for STIP eligibility that include the functional classification of the roadway (the traffic demand for the roadway) and the identification if it in the county's long range plan. It may be possible for a CIP project to proceed without federal funds and thereby avoiding the necessary inclusion on the STIP... Though, if we intend to use federal funds for any phase of a project, it must conform to federal requirements.

We also recognize that the needs of the counties, outside of Honolulu, have increased. In response, we have shifted our thinking to reflect more of a "maintain what we have" position for Oahu. This will help us, funding-wise, to address the development of new infrastructure for the other counties, since it costs less to improve existing roads than to create new ones (this means a little more money can be given to the other counties). Unfortunately, it also takes longer to build new facilities.

HCarmel99@aol.com



HCarmel99@aol.com 08/17/2005 02:20 PM

To Hwy.Stip.Projects@hawaii.gov

CC

Subject help Walkoloa

As you know on Aug. 2 we had the worst fire in Hawaii's history. 25,000-30,000acreas burned and another fire 2 weeks prior took 2,500 on the upper road to Waimea and another fire on the on Aug. 2 on the North Kohala road took about 2,500. All of this caused major traffic tie ups. The Waikoloa Village fire backed up traffice to Kona!!!!

We had no where to get out except through the shopping center parking lot!!! We would have been stranded inside the village if the fire had gone into the shopping center, and it almost did!! MANY LIVES COULD HAVE BEEN LOST!!!! ONLY THROUGH THE GRACE OF GOD AND THE OUTSTANDING WORK OF ALL THOSE WHO FOUGHT THE FIRE, WE DID NOT HAVE MORE OF A DISASTER THAT

WE HAD. WE ARE STILL WIPING UP SOOT IN OUR HOMES THAT THE WIND BRINGS IN EVERY DAY.

Development is going up all over the village. The population in 1990 was 1500. In 2,000 it was 5,000. It is now close to 6,000 and another year or two up to 8,000. There is no thought to infrastruture with all the approval of DEVELOPMENT!!!!

WE NEED A THROUGH WAY IN WAIKOKO IMMEDIATELY STARTED. PANIOLO AVE. IS A DEAD END, AND THE DEVELOPER WHOSE LAND IS WHERE PANIOLO AVE. SHOULD BE EXTENDED SOLD THE LAND BECAUSE HE DIDN'T WANT TO BUILD THE ROAD.

WHO SHOULD BUILD THE ROAD IS NOT THE POINT. IT NEEDS TO BE BUILT PERIOD, NOW!!!!!!!!

AVOID ANOTHER TRAGEDY.

PLEASE HELP US.

IS ONLY OAHU IMPORTANT??? IT SEEMS SO WHEN WE READ AND HEAR THE NEWS !!!!!!!!!

MAKE THE DECISION NOW TO GET WAIKOLOA A ROAD OUT OF THE VILLAGE.

MAHALO PLENTY!!!

THE HOLLINGERS OF WAIKOLOA 883-8584 FAX: 883-0379



SEP 0 9 2005

RODNEY K. HARAGA DIRECTOR

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO: HWY-PA 2.8721

Dr. Fred C. Holschuh, M.D. Councilmember, District 1 County of Hawaii Hawaii County Building 25 Aupuni Street Hilo, Hawaii 96720

Dear Councilmember Holschuh:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your comments in your letter dated August 8, 2005.

We would like to affirm that the Waimea and Kawaihae Bypasses remain priorities in our program for the Waimea area. We hope to advance the funding for the design of the Waimea Bypass if/when the planning phase is completed.

Regarding your other issues:

- 1. The widening of the Queen Kaahumanu Highway from Henry Street to Honokohau Harbor will include a separate bike path for a part of this length before bringing the path back to the shoulder, like it is today.
- 2. We recognize that large trucks can cause some issues with opposing traffic on the roadways in and near Waimea. The development of the Bypasses should serve to remove heavy trucks on the existing roadways. The improvement of the Waiaka Stream Bridge intersection should also help with these issues in that area.
- 3. Safety is a high priority for the Department of Transportation and we are continually evaluating the huge number of intersections under our jurisdiction to see what we can do to improve these intersections. This continuing program is called the Highway Safety Improvement Program.

Very truly yours,

RODNEY K./HARAGA Director of Transportation

PT:th

bc: HWY-H, HWY-T, HWY-PA

per grayer inclusion

FRED C. HOLSCHUH, M.D. Councilmember



Phone: (808) 961-8264 Fax: (808) 961-8912

August 8, 2005

HAWAI'I COUNTY COUNCIL

County of Hawai'i Hawai'i County Building 25 Aupuni Sweet, Suite 209 Hilo, Hawai'i 96720

Mr. Ronald Tsuzuki
Head Planning Engineer
Dept. of Transportation, Highways Division
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Tsuzuki:

I attended the August 4 STIP meeting in Waimea and was very appreciative of Director Haraga and staff being present. I wanted to make some comments about STIP issues as I see them as a councilman from District 1 (Waimea to South Hilo) and as an individual driver.

As I mentioned at the meeting, my number one priority for my district are the bypass roads proposed to get around Waimea. Many people from my district and Hilo and Puna commute to jobs in West Hawaii. The bottleneck in Waimea is a significant problem.

I wanted to list three other issues:

- Widening planned for Queen Kaahumanu, Akoni-pule, Hawaii Belt Road and any other state highways must include adequate bicycle riding lanes.
- I have always been personally frustrated and worried as an emergency physician, about the danger posed by extremely narrow paved shoulders. A good example is between Honokaa and Waimea. Big trucks trying to allow traffic to pass pull over, but because of the narrow width of the shoulders, passing vehicles are frequently halfway in the oncoming lane.
- There are a number of intersections (like Hakalau/Wailea), where county roads intersect the state highway and there is limited sight distance considering the speeds of vehicles on the highway.

I am in no way being critical, but simply want to offer some concerns. Thank you for your consideration.

4.2

Aloha.

Fred C. Holschuh, M.D.



RODNEY K. HARAGA DIRECTOR

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

HWY-PA 2.8344

AUG 1 0 2005

Mr. G. William Huneke 73-1224 Melomelo Street Kailua-Kona, Hawaii 96740

Dear Mr. Huneke:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for comments concerning traffic on Queen Kaahumanu Highway.

Your comments and priorities will be compiled with the others that we have received to generate a general feel of the opinions of the public in each county. This will help us in our consideration of the financial constraint of the STIP.

We do recognize the need for improvement in the Queen Kaahumanu Highway corridor. We are presently undertaking construction for the widening of Queen Kaahumanu Highway from two to four lanes from Henry Street to Honokohau Harbor. We are also pursuing funding for a future phase of these improvements that will involve design and construction for the continued widening of the Queen Kaahumanu Highway from the Honokohau Harbor to Keahole Airport.

We are currently working with the County of Hawaii and developers to try to establish a roadway parallel to the main highway. This will enable local traffic to separate from regional traffic on the Queen Kaahumanu Highway and allow for better overall traffic circulation.

Very truly yours,

GLENN M. YASUI

Administrator Highways Division

PT:th

bc: HWY-H, HWY-PA

G. William Huneks
73-1224 Molemele St.
Keituz-Kanz, Hawaii 96740

June 1, 2005

June 1, 2005 Dear Mr. Tenzuki, 1987 West Hawaii Today indicated that The DOT wants public input on roads. Dhave been siving in Rona, Rona Palisadee to be exact, the fast 21 years, and have seen Queen Naahumanu Highway gradually, change from a carefue country road to a triffic jam of nightmarish proportions. I avoid going to town whenever possible. It is unquestionably, far and away, THE top road priority. What to do about? That has been known

what to do about? That has well 27, for at least 16 years when WHT in Moved 27, for at least 16 years when WHT in Moved " " H 1989 published a front - page article " H regional expansion ideas eyed for Roma." A high - speel morth - south bypeel road marks a high-speel morth - south bypeel road marks of Ruun K reighway is escential. It would start of Ruun K reighway is escential. It would start of Reahole Airport and, in my opinion, should at Neahole Airport and, in my opinion, should bypeel Railing - Roma entirity (with exit bypeel Railing - Roma entirity (with exit options, of course. The longer this considerable options, of course. The longer this considerable options, of course, agnored or whatever, project is neglected, equored or whatever,

to fruition. as it is, some overpasses to fruition. as Kona grows, even would be needed. The more exmore would be needed to field and pensive it would be to field and pensive it would be to field and.

To obtain a continuous right-of-way.

Took help use if nothing is done.

Linearly yours,

D. Wo Hunder



Hwy Stip Projects/HWY/HIDOT 06/09/2005 08:41 AM

To billgail.hi@verizon.net

cc Patrick Tom/HWY/HIDOT@HIDOT, Ronald Tsuzuki/HWY/HIDOT@HIDOT, Stanley Tamura/HWY/HIDOT@HIDOT, Alvin bcc Jill M Yamanouchi/HWY/HIDOT@HIDOT

Subject Re: Big Island (Kona) Highway Projects

Gail,

Thank you for your comments and your participation in the development of the 06-08 Statewide Transportation Improvement Program (STIP). Since your comments seemed to be aimed at changes to traffic operations, I've forwarded them to our traffic engineer for response. He informs me that...

Shoulder pavements are not constructed with the same depth as travel lanes. Use of shoulders as lanes would probably require reconstructing them as well as providing adequate "shoulder" outside of the usable shoulder. In other words, use of the shoulder will convert them to lanes and we still need shoulders for "safety" for vehicles using the converted shoulder. May involve right-of-way taking so cost will not be a low as perceived.

In regards to Waikoloa Road, this is a County road so we cannot really comment on the improvement of it. However, it seems that your this comment has a lot to do with errant driver behavior. We cannot design and construct road for drivers who ignore traffic laws or drive recklessly. This is where the enforcement component of safety needs to be effective to better address this issue.

Thanks again for your comments.

Patrick Tom DOT STIP Manager



Gail Jackson & Bill Simonsma

dillgail.hi@verizon.net>
05/30/2005 03:05 PM

To Hwy.Stip.Projects@hawaii.gov

CC

Subject Highway Projects

Aloha Highway Project,

I think more slow traffic lanes and pullouts on our two lane highways would improve traffic and traffic safety considerably. Wide shoulders could be used for specific distances to do this. Washington state has signs that read "Slow vehicles may use shoulder", then at the end of the specific distance, a sign "End of Shoulder Driving." Why not do this to Queen K highway in several places? Washington, Alaska and California have laws regarding slow traffic. Signs in Washington "Delay of 5 Vehicles Illegal, Must Use Turnouts." Of course, we can't have a law like that if we don't have slow traffic lanes & pullouts.

Certainly the cost for pullouts and slow traffic lanes is considerably less than for a 4 lane highway.

In the past month on Waikoloa Road I have been passed 3 times by cars going across double yellow lines. Since I only drive it twice a week, this is scary. One car passed me, then a pickup in front of me, then a pickup w/horse trailer ... each pass over double yellow. I pulled far back after I was passed because I was envisioning coming up on a wreck with horseflesh across the road. It is very frustrating to drive Waikoloa Road at 30 or 40 mph behind a big truck or small pickup truck struggling with a load of rocks!

Mahalo,

Gail Jackson

Hi Pat,

The following are my comments on the concerns expressed by Gail and Bill:

- 1. Shoulder pavements are not constructed with the same depth as travel lanes. Use of shoulders as lanes would probably require reconstructing them as well as providing adequate "shoulder" outside of the usable shoulder. In other words, use of the shoulder will convert them to lanes and we still need shoulders for "safety" for vehicles using the converted shoulder. May involve right-of-way taking so cost will not be a low as perceived.
- 2. The State DOT should'nt comment on Waikoloa Road.....it is a County road. However, the concerns appear to focus on errant driver behavior. Designers cannot construct roads for drivers who ignore traffic laws. Need the enforcement component of safety to address this issue.

Alvin Takeshita State Traffic Engineer



RODNEY K. HARAGA DIRECTOR

Deputy Directors BRUCE Y, MATSUI BARRY FUKUNAGA BRENNON T, MORIOKA BRIAN H, SEKIGUCHI

IN REPLY REFER TO: HWY-PA 2.8711

SEP 6 8 2005

Ms. Peggi Kamisato P. O. Box 2279 Kamuela, Hawaii 96743

Dear Ms. Kamisato:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your comments of support for Hawaii County's Waimea Trails and Greenways project in your letter dated August 11, 2005.

We will forward a copy of your letter to the County of Hawaii's Department of Public Works, the managers of the project.

Very truly yours,

GLENN M. YASUI

Administrator

Highways Division

PT:th

bc: County of Hawaii - DPW, HWY-PA

177 0/12/05 -PA (Pat)

August 11, 2005 Mr. Ronald Tsuzuki Head Planning Engineer, Highways Division State Department of Transportation 869 Punchbowl Street Honolulu, HI 96813 STATE TOTAL MENT OF THE NICE O

Re: Waimea Trails and Greenways (HC8)

Dear Mr. Tsuzuki.

I am a member of the Waimea Trails and Greenways committee. As I was unable to attend the DOT meeting in Kamuela last week, please consider this letter as my expression of support for the WT&G project.

The planning of the WT&G has taken a long time but I do feel that we are making steady progress towards the community's goal of a multi-use trail. No one is more eager than myself to see this trail on the ground. I live adjacant to the proposed trail route, one mile from my place of employment. When the trail is complete I will be able to walk to work safely.

I am encouraged to hear that the WT&G has been included on the current STIP. Thank you for the continuing support of this worthwhile project. WT&G will provide a welcome alternate transportation option within Kamuela.

Sincerely,

Peggi Kamisato P.O. Box 2279 Kamuela, Hawaii

96743

LINDA LINGLE GOVERNOR



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION 869 PUNCHBOWL STREET HONOLULU, HAWAII 96813-5097

RODNEY K. HARAGA DIRECTOR

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO:

HWY-PA 2.8524

SEP 0 8 2005

Mr. Richard Kane
The Pacific Resource Partnership
1001 Bishop Street
ASB Tower, Suite 1501
Honolulu, Hawaii 96813

Dear Mr. Kane:

Subject: 2006-2008 Statewide Transportation Improvement Program (STIP)

Your comments on the Fiscal Years 2006-2008 TIP have been forwarded by OMPO for our direct reply. The following are our response for the projects under State jurisdiction.

- 1. Ala Moana Boulevard Resurfacing The DOT intends to continue pursuit of this project though the possible use of all local funds.
- 2. Resurfacing of H-1, Kaahumanu to Kaimakani This project will be obligated in Federal Fiscal Year 2005.
- 3. Resurfacing of Nimitz Highway, Waiakamilo Road to Sumner Street This project will be pursued through an existing contract via a contract change order; it does not have to be included in the TIP.
- 4. Fort Barrette Road Widening This project is presently going through the design phase where it is being determined whether or not ROW money will be required. The ROW funds reflected only represents funding preliminary ROW activities, not land acquisition.
- 5. Replacing Makaha #3 and #3A Bridges Archeological sensitivities have delayed the completion of the environmental process.
- 6. Kaipapau Stream Bridge Replacement Consultant Selection or negotiation of the design contract has delayed the start of the design phase.

- 7. Inoaole Stream Bridge, Kalanianaole Highway The environmental phase is taking longer than anticipated. Acquisition of military land has been challenging.
- 8. Seismic Retrofit projects for Wahiawa IC, Pali Highway Overpass and Mokapu IC Consultant Selection or negotiation of the design contract has delayed the start of the design phase.
- 9. Kalanianaole Highway Bikeway Other vehicle capacity improvement projects have taken away from and slowed the progress of this project.
- 10. Freeway Service Patrol This project still has unspent money from a previous obligation of funds.
- 11. North-South Road Groundbreaking occurred a couple months ago, but design issues continue to slow construction progress. Funding for this project in the 2006-2008 STIP/TIP will continue, although an exact construction schedule and cost estimate has yet to be finalized for inclusion in the 2006-2008 STIP/TIP. An amendment of the 2006-2008 STIP/TIP will be forthcoming when this is available.

The comments on each project listed above contain typical reasons why projects in the STIP need to be deferred to other fiscal years. Usually, while the project goes through the project development process, there are many reasons for a delay. While many are directly related to the project, like previously unknown archeological discoveries, others like duration of contract negotiation with a consultant are indirectly related. All have a direct impact on project delivery.

I hope this response has helped in clearing up your understanding of the challenges of our project development process.

Very truly yours,

GLENN M. YASUI

Administrator Highways Division

PT:th

bc: OMPO, HWY-PA

FORWARDED BY OMPG 7/6/05

Request for Information

Page 1 of 1

From:

Rich Kane [RichKane@prp-hawail.com]

Sent:

Monday, May 23, 2005 4:49 PM

To:

ompo001@hawaii.rr.com

Subject: Request for Information

Hi Gordon and Michelle!

I'd like to clarify my previous request for info as a CAC member, if possible. I compared the last TIP with the current draft, which as you know, has FY2006 in common.

1. The following projects were scheduled for 2006 per the old TIP, but I cannot find them in the draft TIP. What is their status?

Old S25, Old S26, Old S32, Old S33, Old S73, Old S71, Old C5, Old C10

- 2. New Project S58, North/South Road. How much construction of the North/South Road occurred in 2005?
 - a. Old TIP: Between 2005 and 2006, the amount slated for construction, all sources, totalled \$63,250,000.
- b. New TIP: The amount slated for construction, all sources, totalled \$38,000,000 in 2006. No additional money is allocated in 2007 & 2008.
- 3. A comparison of the old TIP and the Draft TIP suggests that approximately 14 bridge/overpass projects and 5 highway/street projects, of all kinds, have been moved back one or more years. Most of these projects were bridge or overpass projects, project types highlighted in a recent TRIP Report as of concern. Other projects remain on schedule. I'm not concluding that the TRIP emphasis was the "correct" emphasis. In general, what are the criteria used for deciding which projects to move back for one or more years, and which projects to keep on schedule?

Moved back: S3, S4, S5, S12, S15, S38, S30, S31, S32, S33, S34, S37, S42, S43, S44, S45, S46, S63, S65, S66, S69, S74

On Schedule: S17, S29

With Aloha,

Rich Kane CAC Member Pacific Resource Partnership 528-5557 ext. 238





OMPO

From: Richard Kane, The Pacific Resource Partnership

Date: May 18, 2005

Subject: Draft Oahu Transportation Improvement Program, FY 2006 - FY 2008

Having compared the previous TIP to the subject TIP, what is the status of the following:

1. Street:

- Resurfacing of Ala Moana Blvd does not appear in the current TIP \$3,200,000 in 2006 (S1).
- Resurfacing of H1, Kaahumanu to Kaimakani, does not appear in the current TIP -\$15,000,000 in 2006 (S22).
- Resurfacing of Nimitz Hwy, Waiakamilo Rd to Sumner Street, does not appear in the current TIP - \$12,000,000 in 2006 (\$73).
- Rehab of Kapiolani Blvd and Atkinson Drive does not appear in the current TIP -\$11,000,000 in 2005 and \$12,000,000 in 2006 (C10).
- Fort Barrette Road Widening, Farrington Hwy to Gate purchase of right-of-way is delayed until 2007 - \$170,000 for ROW in 2006 (S6).

2. Bridge:

- a. Delay in replacing Makaha #3 and #3A until 2008 \$5,700,000 for CON in 2006 (S2).
- Delay in replacing Kaipapau Stream Bridge until 2008 \$5,700,000 for CON in 2006 (S44).
- Inoaole Stream Bridge, Kalanianaole Hwy, does not appear in the current TIP -\$4,700,000 for CON in 2006 (S36).
- d. H1 Seismic Retro, Wahiawa Interchange, does not appear in the current TIP -\$2,700,000 for CON in 2006 (S26).
- H1 Seismic Retro, Pali Hwy Overpass, does not appear in the current TIP \$3,100,000 for CON in 2006 (S25).
- f. H3 Seismic Retro, Mokapu Interchange, does not appear in the current TIP -\$\$2,700,000 for CON in 2006 (S33).
- 3. Kalanianaole Highway Bikeway does not appear in the current TIP \$1,000,000 for CON in 2006 (S35).
- 4. Freeway Service Patrols Funding for CON decreased by \$1,000,000 in 2006 (S9).



RODNEY K. HARAGA DIRECTOR

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO: HWY-PA 2.8674

SEP 0 8 2005

Ms. Sue Kiang P. O. Box 69 Kihei, Hawaii 96753

Dear Ms. Kiang:

Subject: 2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your comments regarding improvements in Kihei.

Your comments and priorities will be compiled with the others that we have received to generate a general feel of the opinions of the public in each county. This will help us in our consideration of the financial constraint of the STIP.

Very truly yours,

GLÉNN M. YASUI

Administrator Highways Division

PT:th

bc: HWY-PA

Ste Kriang P.O. Box 69 Kihei H1 96753 May 18, 2005

Ronald Tsuzuki State Dept. of Transportation Highways Division 869 Punchbowl St. Rm 301 Honolulu H1 96813

RE: Kihei improvements

Dear Mr. Tsuzuki,
The Kihei projects that I marked low priority have to do with shade trees that

priority have to do with shade trees that would be lost on 3. Kinei Rd. and the existing use of a greenway path from Kaonoviu 9t. to Waipilani Rd. Many pedestrians, a good share children, and bicyclists use this path Now that the subdivision has gone in behind the initial phase of Piilani Village, there appears to be little room to do a road and bitepath to be little room to do a road and bitepath to be little room to do a road and bitepath construction to get across an otherwise dry guich. Very costly solution to add a route that is a short blocks from the highway. May has many needs. Address the

by pass issues in Paia & Lahaina first. Mahalo.

Hwy Stip Projects/HWY/HIDOT 08/15/2005 10:38 AM To "Clemson Lam, Architect" <c.lam4@verizon.net>@STATEHIUS

cc Ronald Tsuzuki/HWY/HIDOT@HIDOT, Glenn Yasui/HWY/HIDOT@HIDOT, bmcclure@co.hawaii.hi.us, gkuba@co.hawaii.hi.us, Jill M

bcc

Subject Re: STIP: Waimea Trails and Greenways

Clem,

Thanks for attending our STIP meeting in Waimea on Thursday, August 4, 2005. The sharing of information and opinions between government agencies and the public is an important part of our work. We appreciate the efforts of whoever can sacrifice their time to get involved.

I'd like to reiterate that the Waimea Trails project will have funding available as described in the 06-08 STIP and that we will be working to further implement the Bike Plan Hawaii, that was developed a few years earlier. I'd also like to inform you that we have recently filled a "bike advocate" position here at the DOT. He will be the DOT's point for biking projects and improvements. His name is Neal Honma and I've cced your comments and this response to him.

Patrick Tom STIP Manager

"Clemson Lam, Architect" <c.lam4@verizon.net>



"Clemson Lam, Architect" <c.lam4@verizon.net> 08/05/2005 08:28 AM

To <Hwy.Stip.Projects@hawaii.gov>

CC

Subject STIP: Waimea Trails and Greenways

Please see attached letter

Clemson Lam



8.5.05.LTR.DOT [v6.0].pdf

August 5, 2005

Mr. Ronald Tsuzuki Head Planning Engineer, Highways Division State Department of Transportation 869 Punchbowl Street Honolulu, HI 96813

Re: Waimea Trails and Greenways (HC8)

Dear Mr. Tsuzuki,

I attended last night's meeting in Waimea. I was very pleased to see that Waimea Trails and Greenways is listed on the STIP and would like to reinforce that this project enjoys wide community support, a dedicated group of volunteers who have met every Monday since 1994, a very supportive Parks and Recreation staff (James Komata) and a very patient and dedicated consultant (Kaz Shigezawa).

This project has taken a very long time in the planning stage and has weathered changes in government officials, land owner management and requirements. We are uncovering land owner issues that will make the trail alignment work better for both the landowners and trail users.

Please be assured that this is a very worthy project, that it is moving forward and it is critical that it has Federal, State and County support.

I would also like to say that I was very pleased to see that the STIP included several bicycle related improvement projects for our island. I encourage the DOT to consider bicycle improvements on all State roads and make bicycle use a safe and viable transportation alternative for Hawaii.

Yours truly,

Clemson Lam

cc: Ms Patricia Engelhard, Director Parks and Recreation Kaz Shigezawa, Landscape Images



RODNEY K. HARAGA DIRECTOR

> Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO: HWY-PA 2.8665

SEP 0 8 2005

Mr. Stephen A. Lovelette Executive Vice President Kaanapali Development Corporation 10 Hoohui Road, Suite 305 Lahaina, Hawaii 96761

Dear Mr. Lovelette:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for attending the West Maui STIP presentation.

The Mill Street Extension will be a Maui County effort, however the State will need to work with the County to receive federal funding. In order for this roadway to receive STIP funding, it needs to be functionally classified to determine its eligibility for federal aid.

We presently have not received any request to functionally classify the Mill Street Extension. We will forward a copy of this letter, along with your comments to County of Maui, Department of Public Works.

Very truly yours,

GLENN M. YASUI

Administrator Highways Division

PT:th

bc: HWY-M, County of Maui - DPW, HWY-PA



May 22, 2005

Mr. Ronald Tsuzuki Head Planning Engineer State Department of Transportation Highways Division 869 Punchbowl Street, Room 301 Honolulu, HI 96813

Dear Mr. Tsuzuki:

I attended the West Maui presentation by DOT last Thursday evening. The presentation was informative and thorough. At the end of the meeting the DOT asked for our comments on the STIP handout for Maui.

I will leave the individual ratings for each line item to others in our office. In the meantime, I do want to bring to your attention Kaanapali Development Corp.'s efforts to start the Mill Street Extension. This road would run from Aholo in the south to Keawe Street in the north. Funding for the design of the road has been offered as part of a settlement by the developer of lot 4 on North Beach Makai property. Therefore, there is approximately \$1.45mm available to begin design immediately. I think this road would go a long way to alleviate the traffic on the highway through Lahaina. It is my understanding that the County has written to the State to get this project designated on the STIP. I think this warrants close examination.

I hope this has been helpful.

Very truly yours,

Stephen A. Lovelette
Executive Vice President



RODNEY K, HARAGA DIRECTOR

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO: HWY-PA 2.8502

SEP 0 8 2005

Mr. Jack F. Mondt Mechanical Engineer Engineering Consultant 390 Papaloa Road Kapaa, Hawaii 96746

Dear Mr. Mondt:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your comments regarding our unconstrained 2006-2008 STIP for the Island of Kauai.

Your comments and priorities will be compiled with the others that we have received to give us a general feel of the opinions of the public in each county. This will help us in our consideration of the financial constraint of the STIP.

Regarding the Papaloa Road Couplet and improvement of the current temporary bypass road, I have forwarded a copy of your letter to our Kauai District Office for more detailed consideration and response.

Very truly yours,

GLENN M. YASUI

Administrator

Highways Division

PT:biy

bc: HWY-K (Attach copy of orig. letter), -PA

FROM: EMADARANKI PHONE NO.: 6263391019 JUN. 09 2005 01:42PM P1

June 9, 2005

Dear Mr. Ronald Tsuzuki, Head Planning Engineer State Department of Transportation Highways Division 869 Punchbowl Street, Room 301 Honolulu, HI 96813

FAX: 808 587 1787

Reference: State of Hawaii Department of Transportation

Statewide Transportation Improvement Program: KAUAI PROJECT SURVEY FY 2006 THRU FY 2008

Revision Effective Date May 6, 2005

The Kauai Papaloa Road Couplet highway proposal DOES NOT solve the Kapaa current traffic problems. The north moving Kuhio Highway traffic congestion just gets moved to the north about a half-mile to the Safeway light where the Kuhio Highway reduces from two lanes North to one lane North. The proposed Papaloa Road Couplet plan creates several new and very dangerous problems. Ingress/egress becomes a VERY DANGEROUS PROPOSITION from two high-speed lanes on a very narrow roadway into and out of the mountain side Kinipopo Shops, as well as the ocean side resorts along Papaloa Road,.

What I recommend is widening and improving the current Kapaa By-pass Highway system. All the traffic to and from the areas north of Kapaa should be diverted around the town on the mountain side. Most of the traffic through Kapaa comes from Anahola, Princeville and the North Shore, etc., and has no real need to go into Kapaa town. To improve the traffic thru Kapaa, I recommend the State's and County's money be invested in extending the Kapaa By-pass Highway past the Kinipopo Shops on the mountain side.

Sincerely

Jack S. Monds Jack F. Mondt, Mechanical Engineer

Éngineering Consultant 390 Papaloa Road Kapaa, HI 96746

Attachment: Market up priority of the Referenced Document

Cc; file



RODNEY K. HARAGA DIRECTOR

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO: HWY-PA 2.8687

SEP 0 8 2005

Mr. Avi Okin 64-5267 Puanuanu Place Kamuela, Hawaii 96743

Dear Mr. Okin:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your comments of support for the Waimea Trails and Greenways project in your letter dated August 17, 2005. Hawaii County has programmed the construction of this project in the STIP to begin sometime in federal fiscal year 2007, which begins October 2006.

The County of Hawaii's Department of Public Works manages the project, therefore we will forward your comments to them.

Very truly yours,

GLENN M. YASUI

Administrator

Highways Division

PT:th

bc: County of Hawaii - DPW, HWY-PA

KY1 8/22/05 - 17T

HECEIN E DEPA FAMOUN PUG TO B SI A TWAY

17 August 2005

Mr. Ronald Tsuzuki Head Planning Engineer, Highways Division State Department of Transportation 869 Punchbowl Street Honolulu, HI 96813

Re: Waimea Trails and Greenways (HC8)

Dear Mr. Tsuzuki,

I joined the Waimea Trails and Greenways Committee in 2003 because I felt that this project is a valuable asset to the Waimea community. I am still active and keep my friends and relatives informed as to its progress. I have only heard support for the trail with the hope that it will begin construction soon. I understand that you might wonder if there is support for the project, and I believe that it is there, just frustration that it is a long process. I would urge you to continue to support its construction and to push it forward as necessary.

Sincerely

Avi Okin

Douglas Meller/HWY/HIDOT 05/20/2005 11:29 AM

To Mark A Peyton/DLNR/StateHiUS@STATEHIUS

cc Patrick Tom/HWY/HIDOT@HIDOT

bcc

Subject Use of TE Funds for Bikeways

To date no TE funds have been obligated for the Baldwin Avenue Bikeway, but over \$1 million of TE funds have been obligated for the Kihei Bikeway. ("Obligated" is FHWA jargon for a contractural obligation by FHWA to reimburse local transportation expenditures.)



TE Obligations for FY 2000 thru May 2005.xls

Apart from actual Maui TE obligations to date, you probably want or need to know that:

- If you want FHWA funds to be systematically used to implement a bikeway plan, then you need to understand and effectively participate in the earliest stages of the transportation funding process.
 Commenting on the STIP is not an effective way to change County priorities. See attached Funding 101
- Unlike DLNR's Na Ala Hele Program, which has a "core" mission to develop and maintain a system of
 off-road trails, no agency considers it their mission to develop a safe, connected system of off-road
 bikeways. And unlike Na Hele, which receives DOT and FHWA funds earmarked solely for off-road
 trails, no agency receives funds earmarked solely for bikeways.
- For safety reasons, DOT wants wide shoulders on high-speed State highways. Because of the extra "red-tape" for using TE funds, we usually use other kinds of FHWA funds for shoulder improvements.
- The DOT does not dictate bikeway priorities to Maui County. We also don't tell Maui how to budget County funds.
- A lot of FHWA funds can be flexibly used for many kinds of transportation projects including TE projects. Relatively small amounts of FHWA funds are earmarked solely for TE projects. For example, in FY 2004, DOT only got \$3.8 million of TE funds which has to be shared throughout the entire State. See attached HDOT TE Allocations and Net TE Obligations by FY.
- A dozen different kinds of projects, including bikeways, are eligible for use of TE funds. See attached TE Program.
- There are not enough TE funds to implement more than a few, small Maui TE projects. For the four-year period from FY 2003-2006, our current "target" is to allow about \$5 million of TE funds to be obligated for Maui TE projects.
- The process that HDOT follows to set priorities for use of TE funds is not intended to systematically implement any kind of plan. See other attached files.



Funding 101.doc



HDOT TE Allocations and Net TE Obligations by FY.doc



TE Program (with 2003 email address).doc



TE PROGRAM PROFILE.doc



TE Procedures (with 2003 email address).doc



Aug 2002 TE RFP.doc



TE Screening Form (with 2003 email address) doc



ELIGIBLE OCT 2002 NEIGHBOR ISLAND PROPOSALS.doc



POTENTIALLY FUNDABLE OCT 2002 NEIGHBOR ISLAND PROPOSALS.doc

This last file is a priority list and not a budget. New Neighbor Island proposals for TE projects which are not included on this list should not be receiving TE funds between FY 2003-2006. However, projects on this list not included in the STIP and projects included in the STIP which are not "ready-to-go" don't qualify for obligation of TE funds. And if a TE project listed in the STIP which is "ready-to-go" has a cost over-run, DOT has discretion to request FHWA to obligate additional funds to cover the unforseen costs. (For example, in FY 2003, several \$ million of CMAQ funds were obligated to cover a huge cost over-run for Kauai County's Kapaa - Kealia Bike/Pedestrian Path.)

If you have further questions, please feel free to contact me.

---- Forwarded by Douglas Meller/HWY/HIDOT on 05/20/2005 08:12 AM ----

Ronald Tsuzuki/HWY/HIDOT

To Douglas Meller/HWY/HIDOT@HIDOT

05/19/2005 03:40 PM

CC

Subject Fw: Against Baldwin Ave. bike path project

Pls. follow up.

---- Forwarded by Ronald Tsuzuki/HWY/HIDOT on 05/19/2005 03:40 PM -----

Hwy Stip

Projects/HWY/HIDOT

To Ronald Tsuzuki/HWY/HIDOT@HIDOT

05/19/2005 03:36 PM

CC

Subject Fw: Against Baldwin Ave. bike path project

any answers to these questions? I'm going to try to respond to this...

---- Forwarded by Hwy Stip Projects/HWY/HIDOT on 05/19/2005 03:35 PM ----



Mark A
Peyton/DLNR/StateHiUS@S
TATEHIUS

To hwy.stip.projects@hawaii.gov

05/16/2005 07:47 AM

Subject Against Baldwin Ave. bike path project



Do not put all the Transportation Enhancement fund into Baldwin Avenue Bike Path Plan.

When will the Northshore Greenway be finished?

How about the Kihei Greenway?

Look at the Bike Plan Hawaii for where to spend the money!

Mark Peyton Trails and Access Technician



RODNEY K. HARAGA DIRECTOR

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO: HWY-PA 2.8699

SEP 0 8 2005

Mr. Douglas Perrine 76-223 Haoa Street Kailua-Kona, Hawaii 96740

Dear Mr. Perrine:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

We recognize the need to improve the transportation corridor through Kailua-Kona. The effort to widen Kuakini Highway from Henry Street to Kamehameha III Road is an ongoing priority. To update you on the status of this project, we have just obligated federal money to do the planning phase. This includes the development of an Environmental Impact Statement (EIS). We have already chosen a consultant and are currently negotiating a fee with them. We expect that a contract can be executed and notice to proceed to be given to them by spring or summer of next year.

The money that was deferred from the 2006-2008 STIP was for the design of the preferred alternative (to be determined in the EIS process). This money cannot be obligated for design until a Record of Decision (ROD) is approved through the EIS process. It is overly optimistic to assume that the EIS process will be complete before the end of the fiscal year 2008. If it is, we will certainly look for ways to re-include this project in the STIP for federal aid.

Very truly yours,

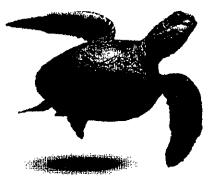
GLENN M. YASU

Administrator Highways Division

PT:th

bc: HWY-H, HWY-PA (Wayne)

1718/12/05 - PA(Pat)



76-223 Haoa Street Kallua-Kona, Hawall 96740, U.S.A. phone/ fax: 808-329-4523 e-mall: doug@seapics.com douglasperrine@yahoo.com

attn: Ronald Tsuzuki D.O.T. Highways Division Fax 808-587-1787 August 11, 2005

RE: STIP

Dear Mr. Tsuzuki:

Please reconsider the removal of funds for planning the widening of the Kuakini Hwy. between Henry Street and Kamehameha III Road in Kona during the 2006-2008 period. It is imperative that this long-overdue improvement go ahead without delay to relieve the rapidly deteriorating traffic congestion on this route. Additionally, if the widening of this section is delayed, the state's costs in implementing it will be increased by millions of dollars, in part because the state will have to remove and re-install intersections and traffic lights that developers have been obligated to build and install at the entrances to developments which have been approved for this stretch of the highway based upon the assurances of the state that the highway widening would be complete before the scheduled completion of the developments. It is not just fiscally irresponsible, but downright stupid to require the developers to build the intersections and install the traffic lights into the current two-lane highway, then go back and rip them out a few years later, and rebuild everything at the taxpayers' expense.

Traffic is already gridlocked for several hours a day, leading to frustrated motorists who drive dangerously, and a loss of the "aloha spirit" which defines our way of life here. Looking at the massive developments which are planned, and already under construction in this area, one cannot escape a dreadful foreboding that our quality of life will be drastically impacted if the highway is not widened as expeditiously as possible.

Thank you for re-considering this desperately needed project.

Sincerely,

Doug Perrine



RODNEY K. HARAGA DIRECTOR

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO: HWY-PA 2.8747

SEP 0 8 2005

Mr. Mike Price Chairman South Kohala Traffic Safety Committee P. O. Box 383375 Waikoloa, Hawaii 96738

Dear Mr. Price:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your comments dated August 17, 2005.

We understand the importance of both the Waimea and Kawaihae Bypasses. We have in no way reduced our efforts to proceed with these projects. The design funds for these projects were shifted back because we feel that the planning stages (development of EISs) may not be ready by 2007. We cannot obligate design funds until the planning stage is complete. In the case of an EIS, this requires the federal approval of a Record of Decision (ROD).

However, the STIP is a dynamic document that gets amended often to meet changing estimates and schedules. We are currently double-checking the estimated development schedules with our project manager. If the planning stages can be, or are completed earlier, we will look to advance these projects in the STIP, if not through this initial version of the 2006-2008 STIP, then through an amendment process.

Very truly yours,

GLENN M. YASUI

Administrator Highways Division

PT:th

bc: HWY-PA (NS), HWY-PA

South Kohala Traffic Safety Committee P.O. Box 383375 Waikoloa, HI 96738

August 17, 2005



Mr. Ronald Tsuzuki State of Hawaii Department of Transportation Highways Division, Planning Branch 869 Punchbowl Street, Room 301 Honolulu, HI 96813

RE: Kawaihae Road Bypass Comments—Constrained STIP List

Dear Mr. Tsuzuki;

At the August 9, 2005 Meeting of South Kohala Traffic Safety Committee the membership discussed the proposed delay of funding for the design of the Kawaihae Bypass. At the August 4, 2005 CONSTRAINED STIP public meeting the design of the Kawaihae Bypass Project was moved out of the 2006-2008 plan. Many people at this STIP meeting requested that this project be returned to FY 2007, FY 2006 would be better, for \$2.5M of design funding. Several people recommended delaying the \$3.7M HS18-Waiaka Bridge ROW Project and using this funding allocation for the Kawaihae Bypass. A major concern is that this new road will be the main connector between East and West Hawai'i. As the Island population continues to grow, traffic on this road has increased substantially. The situation will only get worse with the planned Super Ferry and the wood chip hauling projects starting operations in the next few years. Many members remember the light use at first of the Queen Ka'ahumanu Highway. Today this is a heavily used congested route with many safety issues. Most members feel strongly that this project should be designed for future potential and planned growth now. Purchase of a wide Right of Way now will avoid rising real estate costs and access problems in the future. Delaying this project only increases costs and level of traffic problems and safety.

The attached Draft Meeting Minutes of SKTSC documents the 32 people who unanimously passed the motion Requesting DOT to move the design of the Kawaihae Bypass back into the 2006-2008 Constrained STIP with the \$2.5M of design funding in 2007. This group strongly feels this project is necessary to save future costs of ROW, improve traffic flow and improve safety for the Island.

We appreciate the opportunity to comment on this long awaited project and hope you will keep South Kohala Traffic Safety Committee informed as the project progresses. Hopefully the end result will be a well designed, safe roadway that timely serves present and future needs. Mahalo for your consideration of these comments.

Sincerely,

Mike Price-Chair South Kohala Traffic Safety Committee

CC: State Senator Lorraine Inouye

State Representative Cindy Evans

Councilman Pete Hoffmann Councilman Fred Holschuh

Brennon Morioka-DOT Highways Division

Stanley Tamura-District Engineer DOT Highways Division Bruce McClure-Director County Department of Public Works Galen Kuba-Division Chief County Department of Public Works

Engineering Division



AUG 2 6 2005

RODNEY K. HARAGA DIRECTOR

Deputy Directors
BRUCE Y. MATSUI
BARRY FUKUNAGA
BRENNON T. MORIOKA
BRIAN H. SEKIGUCHI

IN RÉPLÝ ŘEFER TO HWY-PA 2.8464

Mr. Harry Rogers 15 Oki Place Wailuku, Hawaii 96793-9223

Dear Mr. Rogers:

Subject:

06-08 Statewide Transportation Improvement Program (STIP)

Thank you for your comments concerning the Paia and Lahanina Bypasses.

Your comments and priorities will be compiled with the others that we have received to generate a general feel of the opinions of the public in each county. This will help us in our consideration of the financial constraint of the STIP.

The fiscal years 2006 to 2008 STIP that was released to the public for review and comment has not yet been financially constrained. We will be going through the process of constraining the STIP with the help of public comments and discussions that will be held with public leaders and representatives from State and County agencies.

As far as the Paia and Lahaina Bypasses are concerned, we do recognize the great need for these projects. Work is progressing to forward these projects. The environmental planning phase of the Paia Bypass has already been funded and will be beginning shortly. Construction of the first phase of the Lahaina Bypass, from Lahainaluna Road to the Keawe Street Extension has also been previously funded and the design-build process should begin soon. Similarly, we feel that there is a need to improve the access to the Kahului Airport and have proposed this project to be funded with federal funds.

Very truly yours,

RODNEY K. HARAGA Director of Transportation

PT:biy

bc: HWY-M (attach copy of orig. letter), PA

OKIM

STATE OF STATEST OF THE STATES
May 20, 2005

Mr. Ronald Tsuzuki
Head Planning Engineer
State Department of Transportation
Highways Division
869 Punchbowl Rm. 301
Honolulu, HI 96813

Dear Sir:

So the powers that be in Honolulu doled out 100+ million to us here on Maui for capital improvements. Why is 32 million of that money going to improve the Kahului Airport and surrounding roads. Tell me again why we need those airport improvements more than we need the bypasses in Paia and Lahaina. I must have forgotten because I don't see any complaints in the Letters to the Editor in the Maui News that we need them, but I sure do see from those letters what we DO need. Bypasses and affordable housing projects should be top priorities for capital improvement dollars. Why don't you listen to the people of Maui and give us what we need?

Harry Rogers 15 Oki Place Waihee 96793

986-0464

2005 MAY 311 P 1: 05

DEPT OF TRANSPORTATION



RODNEY K. HARAGA DIRECTOR

Deputy Directors
BRUCE Y. MATSUI
BARRY FUKUNAGA
BRENNON T. MORIOKA
BRIAN H. SEKIGUCHI

IN REPLY REFER TO: HWY-PA 2.8487

SEP 0 8 2005

Mr. Gary Safarik Councilmember, District 5, Puna Makai County of Hawaii Hawaii County Building 25 Aupuni Street Hilo, Hawaii 96720

Dear Councilmember Safarik:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your comments regarding our unconstrained 2006-2008 STIP for the Island of Hawaii.

Your comments and priorities will be compiled with the others that we have received to give us a general feel of the opinions of the public in each county. This will help us in our consideration of the financial constraint of the STIP.

We understand the need for improvements in the Route 130 Corridor. The Keaau-Pahoa Road Shoulder Lane Conversion project is presently in the design phase and remains a priority. We anticipate that federal funding for ROW and CON will be available when programmed within the 2006 and 2007 fiscal years.

The Keaau-Pahoa Road Improvements project from Keaau to Pahoa is also a priority for the State and will soon be entering a lengthy planning phase. However, we anticipate that the Environmental Assessment will be challenging and take at least three years and feel that beginning the design phase in fiscal year 2008 is optimistic. Safety of our roadways is our main concern. I am confident that we can implement smaller projects in the interim that will address today's operational issues on Route 130.

Mr. Gary Safarik Page 2

SEP 0 8 2005

Also, a Puna Alternate Route study, lead by the County of Hawaii, will be added to the current 2004-2006 STIP so that it may utilize the federal money earmarked for it in this 2005 federal fiscal year.

Very truly yours,

RODNEY K. HARAGA Director of Transportation

NS:biy

bc: HWY-H (attach copy of orig. letter), -PA

GARY S. SAVARIK

Conneilmember

District 5 Puna Makai



County of Hawai'i Hawai'i County Building 25 Aupuni Street Hilo, Hawai'i 96720 Phone: (808) 961-8267 Facsimile: (808) 961-8912 Email: gsafarik@co.hawaii.hi.us

June 9, 2005

Ronald Tsuzuki, Head Planning Engineer State Department of Transportation Highways Division 869 Punchbowl Street, Room 301 Honolulu, Hawai'i 96813

RE: Statewide Transportation Improvement Plan (STIP): Big Island Projects Survey FY 2006 thru FY 2008

Thank you for the opportunity to comment on the STIP Big Island Projects Survey. As a member of the Hawai'i County Council serving Puna Makai – District 5, our two highest priorities are the Keaau-Pahoa Road Improvements, Keaau to Pahoa and the Keaau-Pahoa Road Shoulder Lane Conversion, Keaau Bypass to Shower Drive.

As you know, the Puna region is one of the fastest growing regions in the State. According to a March 9, 2005 letter to the County Council from the Planning Department, the Puna region had 869 new building permits in 2004, mostly in Puna Makai. The letter further states that over the last 5 years, over 1,700 building permits have been issued for new homes in Puna Makai, and that most of them will generate a vehicle trip on Keaau-Pahoa Road (Highway 130) during the morning rush hour, which is already congested with about 1,000 vehicles per lane per hour.

In addition to the current and future congestion issues described above, we have severe safety problems on Highway 130. For example, there are approximately 170 buildable lots fronting Highway 130 in Hawaiian Paradise Park (HPP) alone, with a substantial portion of these lots requiring access to Highway 130 from private driveways. In addition, major access roads to Highway 130 at Paradise and Kaloli Drives in HPP do not have acceleration lanes to Hilo during morning rush hour, nor are there adequate left turn pockets for major access roads at the Orchidland and Ainaloa subdivisions mauka of Highway 130. In addition, there are currently zero signalized intersections between Keaau Bypass and Pahoa. We need safety improvements to Highway 130 as soon as possible, since according to the STIP, the design phase for the Keaau-Pahoa Road Improvements, Keaau to Pahoa project will not start until FY 2008, with right of way acquisition and completion of construction probably 8-10 years away.

We believe that these two projects will help address these safety and congestion problems on Highway 130. However, the only access between Puna and Hilo is Highway 130, which is subject to closure due to traffic accidents and flooding at Waipahoehoe Bridge. We understand that your Department will be studying the possibility of a Puna Makai Alternate Route as part of the planning process for the Keaau-Pahoa Improvements, Keaau to Pahoa. We ask that the funding be released for this planning study so that the design funds can be utilized on schedule and that this study can be coordinated with the ongoing study for the Keaau-Pahoa Road Shoulder Lane Conversion, Keaau Bypass to Shower Drive project and with the Puna Makai Alternate Route Study which is currently funded with \$200,000 in federal Transportation and Community and System Preservation Program funds.

Sincerely,

Gary Martik, Member Hawai'i County Council

cc: Mayor Harry Kim Chris Yuen

DEPARTMENT OF TRANSPORTATION STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

FY 2006 THRU FY 2008

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STATE OF HAWAII DEPARTMENT OF TRANSPORTATION 869 PUNCHBOWL STREET HONOLULU, HAWAII 96813-5097

RODNEY K. HARAGA DIRECTOR

Deputy Directors
BRUCE Y. MATSUI
BARRY FUKUNAGA
BRENNON T. MORIOKA
BRIAN H. SEKIGUCHI
OIK IUHS
IN REPLY REFER TO:
HWY-PA
2.8686

SEP 0 9 2005

Mr. Gary S. Safarik Councilmember, District 5 County of Hawaii Hawaii County Building 25 Aupuni Street Hilo, Hawaii 96720

Dear Councilmember Safarik:

Subject: 2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your comments regarding our constrained 2006-2008 STIP for the Island of Hawaii in your letter dated August 16, 2005.

We understand the need for improvements in the Route 130 Corridor. The Keaau-Pahoa Road Shoulder Lane Conversion project is presently in the design phase and remains a priority. We anticipate that federal funding for ROW and CON will be available when programmed within the 2006 and 2007 fiscal years.

The Keaau-Pahoa Road Improvements project from Keaau to Pahoa is also a priority for the State. We are presently in negotiation with the selected consultant. Soon after, we will enter the planning phase. We anticipate that the environmental work will be challenging and optimistically take at least three years.

Safety of our roadways is our main concern. As an interim measure, we will be looking at intersection improvements along Keaau-Pahoa Road at Kaloli Drive, Orchidland Drive, Paradise Drive and Ainaloa Boulevard.

Mr. Gary S. Safarik Page 2 SEP 0 9 2005

A Puna Alternate Route study, lead by the County of Hawaii, has been added to the current 2004-2006 STIP so that they may utilize the federal money earmarked for it in this 2005 federal fiscal year.

Very truly yours,

RODNEY K. HARAGA Director of Transportation

A. M. Sandari (1995). A. M. Sandari (1995). A Maria Ma

PT:th

bc: HWY-H (with copy of letter), County of Hawaii - DPW, HWY-PA

GARY S. SAFARIK

Councilmember

District 5 Puna Makai



County of Hawaiʻi Hawaiʻi County Building 25 Aupuni Street Hilo. Hawaiʻi 96720 Phone: (808) 961-8267 Facsimile: (808) 961-8912 Email: gsafarik@co.hawaii.hi.us

2005 AUG 22 P 3

August 16, 2005

Ronald Tsuzuki, Head Planning Engineer State Department of Transportation Highways Division 869 Punchbowl Street, Room 301 Honolulu, Hawai'i 96813

RE: Statewide Transportation Improvement Plan (STIP): Financially Constrained

FY 2006 thru FY 2008

Thank you for the opportunity to comment on the STIP Financially Constrained for FY 2006 thru FY 2008. As a member of the Hawai'i County Council serving Puna Makai – District 5, our two highest priorities are the Keaau-Pahoa Road Improvements, Keaau to Pahoa and the Keaau-Pahoa Road Shoulder Lane Conversion, Keaau Bypass to Shower Drive.

As you know, the Puna region is one of the fastest growing regions in the State. According to a March 9, 2005 letter to the County Council from the Planning Department, the Puna region had 869 new building permits in 2004, mostly in Puna Makai. The letter further states that over the last 5 years, over 1,700 building permits have been issued for new homes in Puna Makai, and that most of them will generate a vehicle trip on Keaau-Pahoa Road (Highway 130) during the morning rush hour, which is already congested with about 1,000 vehicles per lane per hour.

In addition to the current and future congestion issues described above, we have severe safety problems on Highway 130. For example, there are over 100 buildable lots fronting Highway 130 in Hawaiian Paradise Park (HPP) alone, with a substantial portion of these lots requiring access to Highway 130 from private driveways. In addition, major access roads to Highway 130 at Paradise and Kaloli Drives in HPP do not have acceleration lanes to Hilo during morning rush hour, nor are there adequate left turn pockets for major access roads at the Orchidland and Ainaloa subdivisions mauka of Highway 130. In addition, there are currently zero signalized intersections between Keaau Bypass and Pahoa. We need safety improvements to Highway 130 as soon as possible, since according to the financially constrained STIP for FY 2006-2008, the design phase for the Keaau-Pahoa Road Improvements, Keaau to Pahoa project has been deferred to the out years and will not start until after FY 2008, with right of way acquisition and completion of construction at least 8-10 years away.

We are confident that although the design phase of the Keaau-Pahoa Road Improvements, Keaau to Pahoa project has been delayed, it remains a priority with your Department. We believe that these two projects will help address these safety and congestion problems on Highway 130. However, the only access between Puna and Hilo is Highway 130, which is subject to closure due to traffic accidents and flooding at Waipahoehoe Bridge.

We understand that your Department will be studying the possibility of a Puna Makai Alternate Route as part of the planning process for the Keaau-Pahoa Road Improvements, Keaau to Pahoa. We ask that the consultant contract for this planning study be negotiated as soon as possible so that this study can be coordinated with the ongoing study for the Keaau-Pahoa Road Shoulder Lane Conversion, Keaau Bypass to Shower Drive project and with the Puna Makai Alternate Route Study which is currently funded with \$200,000 in federal FY 2004 Transportation and Community and System Preservation Program funds and \$160,000 in federal FY 2005 "High Priority Project" funds.

Sincerely,

Gary Safarik, Member Hawai'i County Council

ec: /Rodney K. Haraga, DOT, Director

Nelson Sagum, DOT, Planning Branch

Stanley M. Tamura, DOT, Hawai'i District Office

Andrew Smith, Governor's Liaison, East Hawai'i

Russell Kokubun, Senator, 2nd District

Lorraine R. Inouye, Chair, Senate Transportation and Gov't Operations Committee

James Y. Arakaki, Chair, Hawai'i County Council

Harry Kim, Mayor, County of Hawai'l



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION 869 PUNCHBOWL STREET HONOLULU, HAWAII 96813-5097

RODNEY K. HARAGA DIRECTOR

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO: HWY-PA 2.8698

SEP 0 8 2005

Mr. Warren Shibuya Kula & Kulamanu Community Associations 35 Kulamanu Circle Kula, Hawaii 96790

Dear Mr. Shibuya:

Subject: 2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your letter advocating the implementation of overpasses and underpasses on Maui's highway system. While we are not necessarily opposed to these improvements, the first issue is that these improvements are not presently identified on the Long Range Land Transportation Plan (LRLTP) for the County of Maui. These are large expense capital improvements that should be identified in the LRLTP. The STIP is the enactment of the LRLTP.

We are presently working on the revision of each county's LRLTP. This effort will involve technical studies to help determine the value of projects. This plan will also involve a comprehensive public involvement program. Involvement in this process would be the most effective way to facilitate your ideas. We will add your contact information to the list of interested participants for the redevelopment of the Maui LRLTP.

Very truly yours,

GLENN M. YASU Administrator

Highways Division

PT:th

bc: HWY-PA

Incorporate Underpass or Overpass at Strategic Intersecting Maui Highways

presented to Statewide Transportation Improvement Program (STIP), FY 2006-2008, 10 Aug 2005

- 1. Design for greatest traffic flowing-efficiency at strategic intersecting highways
 - Eliminate parking lot, gridlock conditions radiating from traffic light controlled intersections
 - Traffic signals usually no better than 20% efficient traffic movers
 - Traffic signal controlled highways need more lanes to move same volume of traffic through intersections designed with underpass or overpass. Underpass and overpass are designed for 100% efficiency!
 - Traffic signal controlled intersections need more roadway space and contributes to gridlock
- 2. Underpass and Overpass designed into intersections are safe, reliable, user-friendliest, highest-volume vehicular and pedestrian crossing methods
- 3. Higher investment for underpass and overpass worth building into initial design
 - Eliminates continuous traffic control management, maintenance and enforcement
 - No need for emergency vehicles and intersection installations of systems to override installed traffic management systems
 - No need to expand number of traffic lanes to move experienced high traffic volume
 - Eliminates operators misinterpreting traffic signals
 - Eliminated traffic signals, signal signs and traffic systems enhances view-corridors and increases safety
 - A "keep it simple and effective" design objectives will facilitate safe and reliable travel!
- 4. Fix strategic Maui intersections for users, commerce, safety and reflect beauty of Maui!
 - Intersection of Highways 36 (Hana) and 37 (Haleakala). Traffic backs-up over 1.5 miles!
 - Proposed intersection at Highway 37 (Haleakala) with extended Piilani (Hwy 31) joining Haliimaile Road (Hwy 380). Haleakala Highway is a view corridor to entire central Maui valley, "Valley Isle"!
 - Add underpass or overpass, as Upcountry communities requested earlier, "at either Makawao Avenue (Hwy 365) or Makani Road intersecting Haleakala Hwy 37". Too many fatal traffic accidents?
- 5. Underpass and Overpass design is not an expensive "bells & whistle," nor a Yugo. Design fits objectives of safe, reliable, user-friendliest, highest vehicular traffic flow, maintains Maui views without traffic management road clutter.



To <roy_takemoto@co.hawaii.hi.us>

cc "McClure, Bruce" <BMCCLURE@co.hawaii.hi.us>, "Yuen, Chris" <CYUEN@co.hawaii.hi.us>, Nelson.Sagum@hawaii.gov, Ronald Tsuzuki/HWY/HIDOT@HIDOT, Wayne Kawahara/HWY/HIDOT@HIDOT, Darell

bcc

Subject RE: STIP questions

Roy, See my responses below. Some of the finer details might be better answered by Ron or Nelson.

"Roy Takemoto" <roy takemoto@co.hawaii.hi.us>

Patrick:

Thank you for going out of your way to contact me. We do have the following comments on the constrained STIP:

1. We consider the Keaau-Pahoa widening of much higher priority than the Puainako Street widening. We will be in the same position in Puna that we are in Kona if we keep deferring this improvement. We understand that the delay in the planning contract is causing this deferment; however, we ask that you accelerate the planning phase and hold the design in the 06-08 STIP.

The Keaau-Pahoa Improvements are a priority for the DOT as well. I'm sure that we will do all we can to facilitate the start of this important project. Though we are now dealing with at financially constrained STIP... projects that make it in the STIP are deferred all the time. If the planning can be completed earlier, there will probably be funds available. We can easily amend the STIP to reflect the impending use of federal aid design funds. Acceleration of the planning phase depends on close coordination and cooperation of all. Hopefully, this can be done.

2. We consider the Kuakini Hwy widening (Henry to Kam III) to be a critical need, and definitely of much higher priority than the Mamalahoa Hwy safety improvements in vicinity of Puuwaawaa Ranch Rd (HS23) or the Saddle Road Extension.

Big Picture-wise, Kuakini Hwy Widening is a bigger priority. However, the Mamalahoa Safety Improvements are a great community concern. We received 266 responses (mostly in the form of petitions) advocating this project. It can be ready to go by 2007 and so we made room for it there. Safety is a big point. At this point, we believe that Kuakini will need an EIS. This will take a minimum of 3 years... though most EISs take an average of 5... We continue to work on starting the planning for this project, but do not feel that

it can be ready for design within the upcoming 3-year STIP.

3. With the impending harvesting of the Hamakua eucalyptus trees, the Waimea and Kawaihae Bypass are critical. We consider the Kawaihae Bypass of much higher priority than the Saddle Rd Ext.

Again, I don't think there would be any disagreement here. However, since both bypasses will need large environmental efforts, we think that design for Waimea Bypass (which is ahead of Kawaihae) would be more realistically ready by 2008. Nelson mentioned that it could possibly be ready (ROD approved) by FY 2007. If it is, I'm sure we will make the effort to make room for it via the amendment process.

4. We are grateful for the commitment to the Kealakehe Extension. We are in discussions with the landowners and want to organize a meeting on August 17, 18, or 19 in Honolulu. Who in DOT can we ask to attend this meeting to discuss the timing of design for the Kealakehe Extension?

I don't know who from DOT has been assigned to manage the Kealakehe Pkwy Extention. I do know that the design effort will 1st require a re-evaluation of the old 1998(?) EIS. I suppose whoever is the Design PM should be the contact... Wait a minute, I think it's Kevin Ito at HWY-DS.

Thanks for the comments, I'll put them in the 06-08 STIP report. If you have any other questions/comments, let me know, I'll try to answer or point in the right direction.

Pat

----Original Message----

From: Patrick.Tom@hawaii.gov [mailto:Patrick.Tom@hawaii.gov]

Sent: Wednesday, August 03, 2005 9:19 AM

To: roy takemoto@co.hawaii.hi.us

Cc: Ronald. Tsuzuki@hawaii.qov; Nelson. Saqum@hawaii.qov

Subject: STIP questions

Roy,

I spoke to Bruce McClure at last night's STIP meeting in Hilo. He mentioned to me that you had a question on a State project that did not make the constrained 06-08 STIP. I suspect that it is the design for our Keaau-Pahoa Road Improvements, Keaau to Pahoa. If so, the way if fell out was that we

felt that the environmental process (EIS or Large EA... I can't remember which) will not be ready by 2008 for the design to Start. I'm not even sure if we have completed negotiation with the chosen consultant yet for the planning...

If your question is not about this project, please let me know and I can try to answer as best I can. If it's regarding a project that could be ready to go, but it still didn't make it, keep in mind that we're constantly amending the STIP to reflect projects that drop out or move up.

Anyway, I'm in Hilo now, but will be driving to Kona in a little while. Two more STIP meetings on Big Island. Konawaena tonight. Waimea tomorrow night. I called your office and left my cell phone number, but if it can wait until Friday. I'll be back in the office in Honolulu after lunch.

Pat



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION 869 PUNCHBOWL STREET HONOLULU, HAWAII 96813-5097

RODNEY K. HARAGA DIRECTOR

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO: HWY-PA 2.8700

SEP 0 8 2005

Ms. Alice Tinsman 68-3720 Ehako Street Waiakoloa, Hawaii 96738

Dear Ms. Tinsman:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your comments in your letter dated August 7, 2005. We appreciate you taking the time to be a part of the STIP development process.

The new Transportation Act (SAFETEA-LU), which was just signed by the President, identifies the amount of federal funds that will be available to the States over a period of six years. Over these six years, which actually should be backdated to 2003, Hawaii will receive about \$160 million in federal highway funds per year until 2009. Over the six years, this totals to about \$1 billion. In comparison, the previous transportation act had identified only about \$130 million per year.

These funds will go to State and County projects that are already lining up in the present project development pipeline. This new act represents approximately \$30 million yearly increase in our statewide federal funds budget. The information that you received from the Hawaii County Department of Public Works was correct. What actually ends up getting funds will be reflected in the STIP.

We recognize that there are important traffic issues on the west side of the Big Island and are doing our best to facilitate projects that can help the flow of traffic in this area. We continue our commitment to all the projects that you list in your letter and strive to get through project development speedily and effectively. It should be mentioned that the State DOT is not managing two of the projects on your list. I have been informed that the County of Hawaii will undertake the Palani Road at Mamalahoa Highway intersection improvement effort. Also, the federal government will manage the Honokohau Harbor Access Road project.

Ms. Alice Tinsman Page 2 SEP 0 8 2005

The Paniolo Avenue Extension project is identified in the Long Range Land Transportation Plan for the County of Hawaii as a County project. This project was listed as a "Tier 4" project, which means that it is needed, but funding for it has yet to be identified. The present intent is to have developers pick up this project as they plan their developments in this area.

If the federal government made federal disaster funding available to us in light of the recent fires, we would pursue it as we are always looking for new funding sources. In the past, they made disaster relief funding available for hurricane damage.

Very truly yours,

GLENN M. YASUI

Administrator Highways Division

PT:th

bc: HWY-H, County of Hawaii - DPW, HWY-PA

STIP Improvements
Rondal Tsuzuki, Head Planning Engineer
Department of Transportation, Highways Division
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Tsuzuki:

I attended the meeting at the Waimea Civic Center on August 4, 2005 and really appreciate Mr. Rodney Haraga taking the time to come and explain all the planned Highway projects that are in the works for the island of Hawaii. Also, all the road projects that are in the process of being started, hopefully, by late 2005 and 2006 that are already approved.

It is my understanding that we will have an additional \$1 Billion dollars released to our State of Hawaii for road improvements when the Transportation bill is signed in the U. S. Congress but I was told by a County of Hawaii Public Works Official that this is the money that the State is already using for road projects throughout the state. Would you please clarify this?

The following projects need to be completed as soon as possible that were on the sheets handed out.

- (1) <u>HS25</u> (Queen Kaahumanu Highway Widening, Kealakehe Parkway to Keahole Airport Access Road, Phase II)
- (2) <u>HS26</u> (Route PLH 10 (1) Honokohau Harbor Access Road (CFL): 3R
- (3) <u>HS23</u> (Mamalahoa Highway Safety Improvements in the vicinity of Puuwaawaa Ranch Road)
- (4) <u>HS12</u> (Hawaii Belt Road, Mud Lane to The Kamuela Race Track (Waimea Bypass)
- (5) <u>HS20</u> (Kealakehe Parkway Extension, Keanalehu Drive to Kealakaa Street)
- (6) <u>HS</u> (No Number) Kawaihae Road Bypass, Waimea to Kawaihae
- (7) <u>HS18</u> (Kawaihae Road, Waiaka Stream Bridge, Replacement and Realignment of Approaches)
- (8) <u>HS</u> (No Number) Palani Road intersection improvement at Palani Road
- (9) <u>HS</u> (No number) Kuakini Highway Widening, Henry Street to Kamehameha III Road

As you can see I have listed the ones I felt were the most important and I realize from the codes given that they are all in different stages proceeding towards construction. My husband and I having lived in Kona 11 years above Keahole Airport understand the concerns and have felt the increase in traffic for West Hawaii but now living in Waikoloa Village for 2 1/2 years know the road problems of the South Kohala region.

Since we had our near tragedy of losing many homes in Waikoloa Village with the Huge Brush Fire this past week I ask if the State ever comes in and builds another State Highway which is not considered a Freeway to give us a way out from being the biggest cul-de-sac with additional homes approved many years ago in the process of being built? If the Paniolo Ave. extension could be built in cooperation with the County of Hawaii either to Kawaihae Road North or to connect with another road going mauka/ makai to Queen Kaahamanu besides Waikoloa Road this would give us relief to get out and not be trapped in here. This would also give the emergency personnel a way to get through all the treacherous terrain we have. Is there some avenue available to get Federal Disaster Funds for our situation?

Thank you for answering the questions I have asked and listening to the road improvements I felt are very important.

Sincerely,

Alice Tinsman

68-3720 Ehako Street Waikoloa, Hi, 96738

alice Tinsman

808-883-1049

e-mail: iwtandast@verizon.net



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION 869 PUNCHBOWL STREET HONOLULU, HAWAII 96813-5097

RODNEY K. HARAGA DIRECTOR

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO: HWY-PA 2.8667

SEP 0 8 2005

Mr. Scott Ullrich General Manager Napili Surf Beach Resort 50 Napili Place Lahaina, Hawaii 96761

Dear Mr. Ullrich:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for comments about the STIP projects.

We had publicized notice of our meetings in the West Maui Today. Several articles were also generated due to these notices and a press release. We will be attempting to expand our newspaper coverage in the future. We also have a website where we post announcements regarding the STIP. The address is:

http://www.hawaii.gov/dot/stp/stip/index.htm

We also have a mailing list that we constantly update. We will add your name and address to this list.

Lower Honoapiilani Road is a road under Maui County jurisdiction. We cannot comment on the status of the project to repave Lower Honoapiilani from Nailihau to Kapalua, but will forward a copy of this letter to them along with your comments and ask that they respond directly to you.

Very truly yours,

GLENN M. YASU

Administrator Highways Division

PT:th

bc: HWY-M, County of Maui - DPW, DIR-P, HWY-PA



May 24, 2005

Ronald Tsuzuki HEAD PLANNING ENGINEER State Department of Transportation

Dear Sir:

First, I want to thank you for the opportunity to rate the urgencies of these many projects. I just wish that the State had better publicized this survey. If it had not been for a friend, I would have missed the one line notice in the newspaper. I have taken it upon myself to duplicate the survey and have passed it around to colleagues, employees and neighbors. I do not want you to think that the data from your survey may indicate that West Mauians are complacent about the Improvement Program.

As for the program itself, I am surprised that the <u>re-pavement of Lower Honoapiilani</u> road from Napilihau to Kapalua was not included. It is in poor condition almost as bad as the road from Hana to Ulupalakua Ranch but with more traffic, population density and tax revenue generation. Past inquiries about why the re-pavement of this road has not been implemented has been answered with "because of right of way issues".

If one wanted to widen this road and add sidewalk etc., I can clearly understand the ROW problem and understand why it is not on your 2005 to 2008 plans. Looking at other projects on this spreadsheet, the above kind of improvements (widening, sidewalks, drainage and perhaps a new bridge) would not be optimistically completed until 2012. I would submit that we the users of this road (and taxpayers) simply would like the road repaved. Further, since much of the road is in a 20 MPH, narrow with no sidewalks and much foot traffic, there should be speed bumps installed like Wahikuli Road or Ainakea Road.

Thank you for your considerations and time.

Mahalo,

Scott Ullrich General Manger

Napili Surf Beach Resort



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION 869 PUNCHBOWL STREET HONOLULU, HAWAII 96813-5097

BRENNON T. MORIOKA
BRIAN H. SEKIGUCHI
IN REPLY REFER TO:

HWY-PA 2.8292

RODNEY K. HARAGA

DIRECTOR

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA

JUL 2 9 2005

Mr. Robert Ward 77-6526 Hoolaupai Street Kailua-Kona, Hawaii 96740

Dear Mr. Ward:

Subject:

2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your fax suggesting projects that should be considered for inclusion on the STIP.

Your comments and priorities will be compiled with the others that we have received to give us a general feel of the opinions of the public in each county. This will help us in our consideration of the financial constraint of the STIP.

There is presently an existing urban Intelligent Transportation Systems (ITS) program. It may be possible to add a rural component to this to help kick off centralized coordination of traffic lights on the neighbor islands.

The planning phase for the improvement of Kuakini Highway between Henry Street and Kamehameha III Road has been funded and will begin shortly. The improvements that will proceed to design and construction will be decided during this phase. There will be opportunity for public input during the planning phase.

Your other suggestions involve County of Hawaii roads. We will forward your fax to them for information and response.

Very truly yours,

GLENN M. YASUI

Administrator

Highways Division

PT:th

bc: County of Hawaii (DPW), HWY-H, HWY-PA

ADDITIONAL PROJECTS FOR FY2006 to FY2008 STIP

This list of projects must be seriously considered for inclusion on the STIP:

- 1) Intelligent Transportation System (ITS) for West Hawaii. Establish traffic signal communication, monitoring, and traffic flow optimization software for all signals between Napoopoo Jct. and Keahole Airport. Project can provide the greatest improvement to traffic flow, in the shortest time with the least disruption.
- 2) Bifurcate Queen Ka'ahumanu Hwy. / Kuakini extension Phase III between Henry & King Kamehameha III into part A providing a second southbound lane and grade separations at Henry Street and Palani Road. This project is more important than completing Phase II.
- 3) Restore Ali'i Hwy. Phase II between Lako Street and Kuakini Hwy. Delays to Phase I should not impact funding for Phase II, which was scheduled for FY2006.
- 4) Place Mamalahoa Bypass and Napoopoo Jct. improvement on the list. Project should not be delayed to wait for private funding. Public funds should be used if required to expedite project, with private reimbursement to follow.
- 5) Extend Kuakini Hwy north to create a Shoreline Drive between Makala Blvd. And Kealekehe Pkwy.
- 6) Construct extension of Henry Street north to connect with Kaiminani Dr.
- 7) Construct Hienaloli Rd corridor between Hualalai Rd and Holoholo St.
- 8) Add additional lanes on Palani St between Queen Ka'ahumanu and Kealaka'a St.

Robert Ward 77-6526 Ho'olaupa'i St Kailua Kona, HI 96740

808.324.7272

rgward007@hawaii.rr.com



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION 869 PUNCHBOWL STREET HONOLULU, HAWAII 96813-5097

RODNEY K. HARAGA

Deputy Directors BRUCE Y. MATSUI BARRY FUKUNAGA BRENNON T. MORIOKA BRIAN H. SEKIGUCHI

IN REPLY REFER TO: HWY-PA 2.8626

SEP 0 8 2005

Mr. Arick B. Yanagihara President Puu Lani Ranch Homeowners Association c/o Mary Realty Property Management 75-1000 Henry Street, Suite 200 Kailua-Kona, Hawaii 96740

Dear Mr. Yanagihara:

Subject: 2006-2008 Statewide Transportation Improvement Program (STIP)

Thank you for your group comments in your letter dated June 9, 2005.

Your group's comments and priorities will be compiled with the others that we have received to give us a general feel of the opinions of the public in each county. This will help us in our consideration of the financial constraint of the STIP.

We certainly recognize the concerns that surround Route 190 (Mamalahoa Highway). We have been analyzing the route and have developed ideas for large-scale improvements. The total cost estimates of these improvements have been in the range of \$50 to \$200 million. Because of this, we have redirected our efforts to spot improvements.

We are planning safety improvements in the vicinity of mileposts 21-22 and Hawaii District in-house forces are currently progressing on widening shoulders at various locations. Later this year, we will be constructing the roadway from milepost 16-28 and then resurfacing in 2006. Pullouts and wider shoulders will be constructed where possible. These improvements, with the exception of the improvements between mileposts 21-22 (vicinity of Puuwaawaa Ranch), will be done without Federal Highway funds and therefore, will not appear on the STIP.

Mr. Arick B. Yanagihara Page 2 **SEP** 0 8 2005

Our Department is working with the Kona Traffic Safety Committee and the County Police regarding constructing pullouts to assist the enforcement issue.

Very truly yours,

GLENN M. YASUI

Administrator Highways Division

PT:biy

bc: HWY-H (w/copy of original letter), HWY-PA

1/9/05 -PA (Pat)

PUU LANI RANCH HOMEOWNERS ASSOCIATION c/o Mary Realty Property Management 75-1000 Henry Street, Suite 200 Kailua-Kona, HI 96740

Fax Transmittal

DATE:

June 8, 2005

TO:

Mr. Ronald Tsuzuki

FAX NO.: 587-1787

FROM:

Arick B. Yanagihara

RE:

STIP and Mamalahoa Highway Safety

TOTAL OF PAGES (including cover sheet):

Original will be mailed to you today.

PUU LANI RANCH HOMEOWNERS ASSOCIATION

THE MURITIANSE GROUP

c/o Mary Realty Property Management 75-1000 Henry Street, Suite 200 Kailua-Kona, HI 96740

June 9, 2005

Via Facsimile/Email/U.S. Mail

Mr. Ronald Tsuzuki
Head Planning Engineer
State Department of Transportation
Highway Division
869 Punchbowl Street, Room 301
Honolulu, HI 96813

Re: STIP and Mamalahoa Highway Safety

Dear Mr. Tsuzuki

I am corresponding with you on behalf of the Puu Lani Ranch Homeowner's Association as its current President.

Based upon a formal resolution unanimously passed by the Board of Directors of the Puu Lani Ranch Homeowner's Association on behalf of its 130 or so members, we hereby confirm our support of the attached petition letter designating a "HIGH" priority for Mamalahoa Highway Safety.

Thank you for your attention and consideration of this very important matter.

Should you have any questions, please feel free to contact the undersigned at (808) 538-3785 ext. 252 or via email at ayanagihara@hawaii.rr.com.

Respectfully Submitted,

PUU LANI RANCH HOMEOWNER'S ASSOCIATION

By:

ick B. Yanagihara

fs: President

cc: Puu Lani Ranch Board of Directors

Puu Lani Ranch/Puuanahulu Highway Safety Committee c/o Edward Cross

Maryl Property Management

TO: DEPT. OF TRANSPORTATION

DATE: JUNE 10, 2005

RE: STIP and MAMALAHOA HWY. SAFETY

We, the undersigned have noticed an alarming increase in the frequency of serious accidents on Mamalahoa Hwy. between mile markers 11 and 27. The Big Island has the highest per capita death rate of all the Hawaiian Islands. The problem will only get worse because the density will be increasing as Phase III of Puu Lani Ranch is developed, and because the Saddle Road improvements will make Mamalahoa Hwy. the "road of choice" from Hilo (the second largest city in the State) to Kona. Our goal is safety, especially in the Danger Zone between Kona and Waimea.

Accordingly, we respectfully submit the attached rank order of priorities, with an emphasis on Mamalahoa safety.

The Mamalahoa safety improvements in the area of Pu'u Wa'a Wa'a are in the construction (CON) phase—yet no dollars appear in FY 2006 or FY 2007. The first entry is on FY 2008. We urge the DOT to take faster action on those improvements, and move them to FY 2006, as proposed by Rep. Cynthia Evans.

We note that with the exception of a small area in the vicinity of Pu'u Wa'a Wa'a, the Mamalahoa Danger Zone is conspicuously absent from the STIP. As State Highway Administrator Glen Yasui stated at the May 25, 2005 STIP meeting in Waimea, we are permitted to write in items. We have added the following two items to the last page, and ranked both of them as "HIGH" priority:

Mamalahoa Hwy: Add guardrails and widen shoulders: markers 11-27. These are immediate EMERGENCIES, especially where there are no guardrails at the steep shoulder near marker 12.	FY 2006 – URGENT EMERGENCY REPAIRS
Mamalahoa Hwy: Reduce lava outcroppings currently making it impossible in many locations for two large opposing vehicles to avoid collision: including the areas North of mile marker 24, North and south of marker 25 and possibly the worst area: around mile marker 26.	FY 2006 – URGENT

Please consider each signature below as one "HIC	H" vote for the Mamalahoa safety
improvement in the vicinity of Pu'u Wa'a Wa'a a	nd for the two additional items above.
Thank you for your attention to this very serious s	Pur Lani Ranch Homeowner's Association
Signature: Print Name:	by Arick B. Yanagihara Its: President
Signature: Print Name:	

Signature:	Print Name:
Signature:	Print Name:

DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

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DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

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DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY FY 2006 THRU FY 2008

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STATE OF HAWAII

DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

FY 2006 THRU FY 2008

		FY 2006			FY 2007			FY 2008	<u> </u>		
	. شند د د د	TOTAL	FEDERAL (x\$1000)	LOCAL	TOTAL (x\$1000)	FEDERAL"	LOCAL (x\$1000)	TOTAL (x\$1000)	FEDERAL (x\$1000)	LOCAL (x\$1000)	PLEASE RANK IN ORDER OF H - High, M - Medium, L - Low
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ill)Sighway, Phase 1	CON	35,000	26,000	7,000	5 at 2 a	+	 	l			
ariehanietie'lli:Fload to Kualdhi Highway	3. 1. W. V.	12 10 13	W. 3 · · ·		· · · · ·	 		†			
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ilo Roada Guardrall and Rolaining Wall Improvements	CON	3,000	2:400	600							
	1 20:44				***************************************		<u> </u>	ļ			
amehameha Avenue Resurfacing.	CON	5,000	4,000	1,000				<u> </u>	ļ		
Valios Bridge to Ponahawai Street						<u> </u>	ļ	!	<u> </u>		
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shot-Kestakas intersection and Traffic Signal Improvements	-: CONT	5,000	4,000	1,000	and pro-	ļ	1	7.1.	[
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AND AND AND THE PERSON OF THE	CON	(1.45 j. 14			/30		150	1			
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HAWAR: COUNTY OF HAWAR - FHWA TOTAL		48,400	30,720	, 100 100 100 100 100 100 100 100 100 100				Section 18	National Section	111/15/21/21	一位信息的人员工的企业的工程。

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY FY 2006 THRU FY 2008

Revision Effective Date: May 6, 2005

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es established the second of t			FEDÉRAL		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL		PLEASE RANK INIORDER OF
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S PORTURE AND FORMAN	G 3.30	- 70,12						1			
HAWAII: COUNTY OF HAWAII - FTA TOTAL	_	. 812	306	306	360	315	315	646	323	323	
MANAIL COUNTY OF HAWAII - FIA TOTAL	AL COUNTY	315 3 T 1854	25.00	No. of the last	逐渐高度运	Carlotte Carlo	10 min 10 min	and the second	r 1. 12.	3	

Thank you for completing this survey. Your input helps to inform us about transportation issues that are important to you, the public.

Please return this form to us at the end of the night or mail it or fax it to:

Ronald Tsuzuki, Head Planning Engineer

State Department of Transportation

Highways Division

869 Punchbowl Street, Room 301, Honolulu, Hawaii 96813

Fax: 808-587-1787

Email: hwy.stip.projects@hawali.gov

DOT Website: http://www.hawaii.gov/dot/stp/stip/index.htm

PLEASE COMPLETE AND RETURN BY - FRIDAY, JUNE 10, 2005

We have noticed an alarming increase in the frequency of serious accidents on Mamalahoa Hwy. between mile markers 11 and 27. The Big Island has the highest per capita death rate of all the Hawaiian Islands. The problem will only get worse because the density will be increasing as Phase III of Puu Lani Ranch is developed, and because the Saddle Road improvements will make Mamalahoa Hwy. the "road of choice" from Hilo (the second largest city in the State) to Kona. Accordingly, we respectfully submit the following additional items for the STIP:

Mamalahoa Hwy: Reduce lava outcroppings currently making it impossible in many locations for two large opposing vehicles to avoid collision: including the areas North of mile marker 24, North and south of marker 25 and possibly the worst area: around mile	FY 2006 - URGENT	HIGH
marker 26. Mamalahoa Hwy: Add guardralls and widen shoulders; markers 11-27	FY 2006 – URGENT	HIGH

Signature:

Print Name: Puu Lani Ranch Homeowner's Association

by Arick B. Yanagihara

Its! Président

Printed On 5/11/2005 Page No. 5

PUU LANI RANCH HOMEOWNERS ASSOCIATION

c/o Mary Realty Property Management 75-1000 Henry Street, Suite 200 Kailua-Kona, HI 96740

June 9, 2005

Via Facsimile/Email/U.S. Mail

Mr. Ronald Tsuzuki Head Planning Engineer State Department of Transportation Highway Division 869 Punchbowl Street, Room 301 Honolulu, HI 96813

Re: STIP and Mamalahoa Highway Safety

Dear Mr. Tsuzuki

I am corresponding with you on behalf of the Puu Lani Ranch Homeowner's Association as its current President.

Based upon a formal resolution unanimously passed by the Board of Directors of the Puu Lani Ranch Homeowner's Association on behalf of its 130 or so members, we hereby confirm our support of the attached petition letter designating a "HIGH" priority for Mamalahoa Highway Safety.

Thank you for your attention and consideration of this very important matter.

Should you have any questions, please feel free to contact the undersigned at (808) 538-3785 ext. 252 or via email at ayanagihara@hawaii.rr.com.

Respectfully Submitted,

PUU LANI RANCH HOMEOWNER'S ASSOCIATION

By:

Arick B. Yanagihara

4ts: President

ce: Puu Lani Ranch Board of Directors

Puu Lani Ranch/Puuanahulu Highway Safety Committee c/o Edward Cross

Maryl Property Management

TO: DEPT. OF TRANSPORTATION

DATE: JUNE 10, 2005

RE: STIP and MAMALAHOA HWY. SAFETY

We, the undersigned have noticed an alarming increase in the frequency of serious accidents on Mamalahoa Hwy. between mile markers 11 and 27. The Big Island has the highest per capita death rate of all the Hawaiian Islands. The problem will only get worse because the density will be increasing as Phase III of Puu Lani Ranch is developed, and because the Saddle Road improvements will make Mamalahoa Hwy. the "road of choice" from Hilo (the second largest city in the State) to Kona. Our goal is safety, especially in the Danger Zone between Kona and Waimea.

Accordingly, we respectfully submit the attached rank order of priorities, with an emphasis on Mamalahoa safety.

The Mamalahoa safety improvements in the area of Pu'u Wa'a Wa'a are in the construction (CON) phase—yet no dollars appear in FY 2006 or FY 2007. The first entry is on FY 2008. We urge the DOT to take faster action on those improvements, and move them to FY 2006, as proposed by Rep. Cynthia Evans.

We note that with the exception of a small area in the vicinity of Pu'u Wa'a Wa'a, the Mamalahoa Danger Zone is conspicuously absent from the STIP. As State Highway Administrator Glen Yasui stated at the May 25, 2005 STIP meeting in Waimea, we are permitted to write in items. We have added the following two items to the last page, and ranked both of them as "HIGH" priority:

Mamalahoa Hwy: Add guardrails and widen shoulders: markers 11-27. These are immediate EMERGENCIES, especially where there are no guardrails at the steep shoulder near marker 12.	FY 2006 – URGENT EMERGENCY REPAIRS
Mamalahoa Hwy: Reduce lava outcroppings currently making it impossible in many locations for two large opposing vehicles to avoid collision: including the areas North of mile marker 24, North and south of marker 25 and possibly the worst area: around mile marker 26.	FY 2006 – URGENT

Please consider each signature below as one "HIGH" vote for the Mamalahoa safety
improvement in the vicinity of Pu'u Wa'a Wa'a and for the two additional items above.
Thank you for your attention to this very serious safety hazard. Pull Lani Ranch Homeowner's Association
Signature: Print Name: by Arick B. Yanagihara Tts: President
Signature: Print Name:

Signature:	Print Name:
Signature:	Print Name:
Signature:	
Signature:	Print Name:
Signature:	m 1 . T.
Signature:	Print Name:

DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

FY 2006 THRU FY 2008

			FY,2006			FY'2007			FY 2008		
			LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL		PLEASE RANK IN ORDER OF	
		TOTAL .	FEDERAL		(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	H - High, M - Medium, L - Low
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Kukalau, Kawaikahi, Ninole and Maulua Bridges		<u> </u>		 				 			
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DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

FY 2006 THRU FY 2008

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		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	PLEASE RANK IN ORDER OF
			(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x51000)	(x\$1000)	(x\$1000)	(x\$1000)	H - High, M - Medium, L - Low
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(awalhae Road Bypass, Walmea to Kawalhae	LDEG	 	· · · · · · · · · · · · · · · · · · ·								
		10.00			.100	BÓ	20	3,500	2,800	700	
Kawalhae Road, Walaka Stream Bridge	· ROW :			 	-		9.000	6,650	5,320	1,330	
Replacement and Realignment of Approaches :	. CON		ļ	-	 			1			
				60	-		1	1			
Keaau-Pahoa Road Shoulder Lane Conversion	ROW	300	240		6,600	. 5,280	1,320		-		
Keaau Bypass Road to Shower Drive	CON	1 15 18 20 100			0,800	, 3,ZBU	1050			<u> </u>	
				ļ		_		3,000	2,400	600	Lastin
Keaau-Pahoa Road Improvements, Keaau-lo Pahoa	DES	Harrier L. 1 Mill				<u></u>		3,000			
					ļ		 	<u> </u>		<u> </u>	
Kealakehe Parkway:Extension, Keanalehu Drive	DES	500	400	100				1.000	800	200	
o Kealakaa Sireet	ROW	i pristo di ang	7 T = 1.	<u> </u>				1,000		1	<u> </u>
O Wediabad with ear 10 31 32 32 33 34 34 35 35 35 35 35 35 35 35 35 35 35 35 35							<u> </u>	- cen	5,200	1,300	
Kohala Mountain Road Realignment,	CON	A CHESTS						6,500	3,200	1,000	
Vicinity of Kawaihae Uka Bridge to Kahua Ranch					E Park 18	1 20 1	70.50		5.0	 	
/Kilmly, Or; New College College, to ; New York College, to ; New Yo		T					<u> </u>	<u> </u>	<u> </u>		
Kuakini Highway Bicycle improvements (1992) hww.m.c.	DES	100	S.C	- 20	l g saifge i.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		100	100	·
Kuakini Highway Bicycle improvenjenis; King Kamehemeha III Highway to Mamalahoa Highway	CON		1304186	1		,		500	400	1 100	
(ing Kamenemena)ili Highway.io.mamaiatioa Highway									L	ļ	
4.1.2.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.4.	DES	18.41.71.2		1			1	1:500	1,200	300	
Kuakini Highway Widening Henry Street to	1 21-0				8,92121	:		S TOWN AS A	1		
Kamehameha III Road	4	- 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	 	†						ļ	
2 year - 12 con 1	CON	1 47 20%				1	1	5,000	4,000	1,000	
Mämalahoa Highway Drainage Improvements at∜ Kawa	THE CONTRACTOR			-		-	1	1		1	

DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

FY 2006 THRU FY 2008

		I	FY 2006			FY 2007		<u> </u>	FY 2008		
			FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL		PLEASE RANK IN ORDER OF
PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)		H - High, M - Medium, L - Low
lamalahoa Highway Safety Improyements in the	CON							200	160	40	
cinity of C: Q: Yee Hop Ranch		3 4 3 4						1			
CHINYOF OCCUPATION AND AND AND AND AND AND AND AND AND AN	······································				a #\0	VE to	2000				
amalahoa Highway Safety Improvements in the	*CON				1110		,	1,500	1,200	300	<u> </u>
cinity of Pudwaawaa Ranch Road	-										
		*-									
alani Road Intersection Improvements at	CON	. C			750	600	150				
amalahoa Highway											
			,,		44.000	44 702	2,800	14,000	11,200	2,800	L
ualnako Street.Widening,	ROW				14,000	11,200	2,000	25,000	20.000	5.000	
omohana to Kilauea, Phase 1.	CON							20,000	#01220		
	in cont	ļ			30,000	24,000	6,000				
ueen Kaahumanu Highway Widening; Kealakehe Parkway to	CON										
eahole Airport Access Road, Phase II	803 A 114 A						<u> </u>				
addle Road Extension	DES				3,000	2,400	600				<u> </u>
addle Road Extension			```								
addle Road Improvements, Phase 2C (East Side)	CON	5,000	5,000		5,000	5,000		5,000	5,000		<u> </u>
hase 1C/2A:	200	High Com	"我们是你是个点。" "我们是你是不是你们是你们是你们是你的人们是你的人们是你们是你的人们是你们是你们是你们的人们是你们是你们是你们是你们是你们是你们是你们是你们是你们是你们是你们是		A.1774 出。2			St. March		<u> </u>	
TA Paving (MP:28:10:35)	CON.	20,000	, 20,000	3,11 ± 2 ± 0;		<u> </u>	1, 191	3 - 2 1 - 2 3 2 2			<u> </u>
hase 2B:	7-33-6	14.10克克斯克克斯	3797.474.175.		1,176.7,1936		entre la moyen	\$ \q\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\			
ast Side (MP:19 to 24)	CON	3,000:	3,000.	. 0	<u> </u>						
hase 20% comments and the comment of the	3.2000	SEP BEST			Brown Sta						
ast Side (MP:6-19)	DES	1,000	1,000					#13 M			
hase 1B/ID: The Sale of the Control	14 李光镜										
Rest of PTA (MP/35-37 & MP 40-42)	CON	32,000	32,000			ļ <u>.</u>					
				<u> </u>			<u> </u>	2,400	1,920	480	
/olcano Road Drainage Improvements,	. CON						 	2,400	1,020		
Julani Road to Mountain View School	:			ļ				 			
		<u> </u>	<u> </u>	ļ	500	400	100				<u> </u>
/olcano Road Intersection improvements at	ROW:			<u> </u>	300	400	100	2,800	2,240	560	
Kularil Road	CON			<u> </u>				1	T		
		500	400	100	<u> </u>	1	†				<u> </u>
/olcano Road Widening, Kesau to Paahana Street	CON	200	3 400		2,000	1,600	400	544.3			
	CUN .:		 		-,	1		1			
1255	CON.	1 N. 1. 19 K			500	400	100	1			<u>L</u>
/olcano Road Intersection Improvements at		.1	2. (1. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.		374			Anath Carlo			
Opimona Drive	4 - 1 - 1 - 1 - 1 - 1	1		 							
LAMPAR PYATE ENNA TOTAL	 	80,850	76,948	3,902	76,400	62,120	14,250	93,000	75,400	17,600	
HAWAII: STATE - FHWA TOTAL	100	dicare any and	THE RESIDENCE	WANDER OF THE REAL PROPERTY.	TANKS WEEK		東地域が	別議事成別報		THE PLANE	I HER CONSTRUCTION THE STREET WAS INCHES

DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

FY 2006 THRU FY 2008

	1.	FY 2006			FY 2007			FY 2008		<i>*</i> .	
		TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL"	LOCAL	TOTAL	FEDERAL	LOCAL	PLEASE RANK IN ORDER OF
PROJECT, PROJECT	PHASE	(x\$1000)	(x\$1000)	(x\$1000)	· (x\$1000)	(x\$1000)	(x\$1000)	(x\$1000)	(x51000)	(x\$1000)	H - High, M - Medium, L - Low
		,									
DUNTY OF HAWAII - FHWA											
ridge Inspection and Appraisal	PLN 4	년 : 100-	BO	20'				in 100	80	20	<u> </u>
***************************************		-						7 .			
III Drive Culvert Replacement	CON	영화 경험스			2,500	2,000	500				
								<u> </u>	<u> </u>		
lii Drive,Road Improvements Along Oneo Bay	DES::	要是陈安(337	1 1 m 1 m	<u> </u>	450	360	90.	<u> </u>			
rom Hualalal Road to Walua Road	/-ROW		300 1000	1 12	. 25	20		7.000	5,600	1,400	
	CON	9 A			<u> santaren 1</u>	1 - 1 - 1		2 (1,000)	1 3,000.	1,100	<u> </u>
		<u> </u>		7.000		 		91.			
Alli Highway, Phase 1	CON	35,000	28,000	7,000	t private in				 		
amehameha III Road to Kuakini Highway	7. 安存1. 持收	<u> </u>	***		<u> </u>	 	<u> </u>	-	l		
	1 500	200	160	40	1				1		
illo Roads Guardrail and Retaining Wall Improvements	CON	3,000	2,400	600		 					
	.CON:	- 3,000	2,400	- 000							
	CON	5.000	4.000	1,000							
Kamehameha Avenue Resurfacing,	CON	3,000	4,000	1,000		1.					
Vallos Bridge to Ponahawal Street	 	ļ ———	<u> </u>					-			
المراجع	CON	 	-3.		T			6,000	4,800	1,200	
(awallani/Pohakulani/Ainaola & Kawallani/Iwalani	- CON	1			".		· ·				
nlersection improvements	 			 	t	1			1		
Custon Highway Midenian 2003 200 200 200 200 200 200 200 200 20	DES	1// 50	-40	- 10	2 1 3 1 T						1
Cuakini Highway Widening A. -Cualatal Road to Alti:Highway	CON	8,0000000000000000000000000000000000000		1 19 - 314	5,000	4,000	1,000				
Rusialal Hoad to Alti:Highway									ļ		
Mamalahoa Highway Improvements, 200	CON	Section of the section			2,500	2,000	500				
vertalande riighwey imploven ends. Vorth of Hualatet Intersection			V				-				
(Stiff Dt. Fibalialististeraceason		1				<u> </u>					S Letter & Letter
Mohouli Street Improvements	/ DES	50	40	. 10	44,500				E 400	1,600	
Komohana Street to Kinoole Street	CON	1.000	7 40 F				e i e el companyone. Serve	8,000	1 16,400	1,000	<u> </u>
CONTROL OF THE PROPERTY OF THE	1									-	
alani-Kealakaa Intersection and Traffic Signal Improvements	· CON	-5,000	4,000	1,000	375			ļ	1		
SHRIR-LEGISTED SHELDSCHOLL BITC TO THE CONTROL HARD COLORS	1				<u></u>			 	1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Valmea,Trails and Greenways	DES	1,40	J. 1988 . 18. 1		- : - 500						
yamea, rais a in creativa).	- CON	Carles Commence	a. W.S.		750	600	150				
	-						4.5.5	1 24 400	16,880	4,22	1
HAWAII: COUNTY OF HAWAII - FHWA TOTAL		48,400	38,720	9,680	11,725	9,380	2,345	21,100	16,880	Menokan't	
HAVAN . GOOR TO THE TENEDONE TO A SECURIOR TO THE TOTAL T	地西海雪 斯	Notice the second	ALC: N	THE PERSON NAMED IN	是然是因為	NAPE BEE	A PROPERTY		SECTION	describing a	A les subjects are indicated and a second and a second and a second

DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM: BIG ISLAND PROJECTS SURVEY

FY 2006 THRU FY 2008

Revision Effective Date: May 6, 2005

			FY 2006			FY, 2007			FY 2008		
PROJECT	PHASE	(2) A section of the Control of t	FEDERAL: (x\$1000)		TOTAL (x\$1000)	FEDERAL (x\$1000)	(x\$1000)	TOTAL (x\$1000)	(x\$1000)		PLEASE RANK (NIORDER OF H - High, M - Medium, L - Low
OUNTY OF HAWAII - FTA											
on-Urbanized Area Formula	OPR	, 5612;	306	306	360	315	315	646	323.	323:	
HAWAII: COUNTY OF HAWAII - FTA TOTAL		612	306	306	360	315	315	646	323	323	正元日子的产业的企业的证明

Thank you for completing this survey. Your input helps to inform us about transportation issues that are important to you, the public.

Please return this form to us at the end of the night or mail it or fax it to:

Ronald Tsuzuki, Head Planning Engineer

State Department of Transportation

Highways Division

869 Punchbowl Street, Room 301, Honolulu, Hawaii 96813

Email: hwy.stip.projects@hawaii.gov

DOT Website: http://www.hawaii.gov/dot/stp/stip/index.htm

PLEASE COMPLETE AND RETURN BY - FRIDAY, JUNE 10, 2005

Fax: 808-587-1787

We have noticed an alarming increase in the frequency of serious accidents on Mamalahoa Hwy. between mile markers 11 and 27. The Big Island has the highest per capita death rate of all the Hawaiian Islands. The problem will only get worse because the density will be increasing as Phase III of Puu Lani Ranch is developed, and because the Saddle Road improvements will make Mamalahoa Hwy. the "road of choice" from Hilo (the second largest city in the State) to Kona. Accordingly, we respectfully submit the following additional items for the STIP:

Mamalahoa Hwy: Reduce lava outcroppings currently making it impossible in many locations for two large opposing vehicles to avoid collision: including the areas North of mile marker 24, North and south of marker 25 and possibly the worst area: around mile	FY 2006 – URGENT	H16H
marker 26. Mamalahoa Hwy: Add guardrails and widen shoulders: markers 11-27	FY 2006 – URGENT	HIGH

Signature:

Print Name: Puu Lani Ranch Homeowner's Association

by Arick B. Yanagihara

Its: President